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BALTIMORE:

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WITH

BIOGRAPHICAL SKETCHES

OF ITS

REPRESENTATIVE MEN.

BALTIMORE:
RICHARDSON & BENNETT.
1871.

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PREFACE.

WE trust that there is no city in the land dearer to her citizens than our own fair Baltimore; and we are sure that there are none in which affection takes so unostentatious a form. With a history reaching back into what, for America, is antiquity; with a record, than which none of her peers can show a prouder; with manufactures and a trade which place her in the front rank of American cities; with a long line of sons, distinguished in every walk of life, her only chronicles have been fragmentary sketches, and the few bright pages in American history in which her name is recorded. It has been the aim of the editors and publishers of the present volume to supply, in some measure, this deficiency; and, after nearly two years of continuous labor, they have the pleasure of offering to the public the first compendious account of Baltimore, and of prominent Baltimoreans, ever yet published; and one which they venture to trust will not be found altogether unworthy the subject they have undertaken to illustrate.

The comprehensive Historical Sketch of the city, from the graceful pen of BRANTZ MAYER, late President of the Maryland Historical Society, traces, succinctly, but clearly, the history of the city from its first settlement to the present time, including its religious, social and commercial advancement. Replete as it is with information of the development and material growth of the varied industries which make a metropolis, and rich in happy description and pleasant memories of the "olden time," we are persuaded that it will be found as entertaining as it is instructive and valuable. It has been prepared with great care from the most authentic sources, and we have no hesitation in claiming for it the authority of a standard.

In the department of Biography will be found sketches of the lives of such citizens of Baltimore, both living and dead, as have been identified with prominent parts of the city's history; have had an important share in her material or moral development; or whose enterprise, ability and worth have entitled them to honorable recognition. Besides the interest that the lives of such men

must, of necessity, have for their fellow-citizens, there are embodied in these sketches many interesting facts and much valuable information, not otherwise known to the public, so that they form an important supplement to the Historical Sketch. That there are some distinguished citizens of Baltimore, of the past and present generation, whose names do not appear in the series of Biographies, we do not deny; but we have striven, assiduously and conscientiously, to make the omissions as few as possible. In preparing the Biographies, we have been kindly assisted by several of the most prominent literateurs of the city.

Thus, after many months of incessant and arduous effort, we have succeeded in producing a work, the subject of which, as well as its unique character, entitle it to a place in the library of every Baltimorean, and of every one who is connected with Baltimore, by business or other associations, and consequently interested in her history or welfare; while the interesting nature of its contents should assure it a welcome from the general public.

F. A. RICHARDSON,
W. A. BENNETT.

Historical.

BALTIMORE

AS IT WAS AND AS IT IS:

A HISTORICAL SKETCH

OF THE

ANCIENT TOWN AND MODERN CITY,

FROM THE FOUNDATION, IN 1729, TO 1870;

COMPILED AND WRITTEN FROM AUTHENTIC MATERIALS,

BY

BRANTZ MAYER.

BALTIMORE:

FROM THE FOUNDING OF THE TOWN TO THE REVOLUTION, 1729 TO 1776.

When Sir George Calvert turned his back on the Province of Avalon, in New Foundland, which his royal master, James the First, had granted to him, it was mainly because the region was unsuited to his schemes, and not because he abandoned his original views or principles of Colonization. He was, in truth, disheartened as a Northern adventurer, for, though he built an expensive residence in the colony, spent quite £25,000 in improvements, removed his family to the principality, manned and equipped ships at his own charge to guard the British fisheries from the French, he found that the sour climate and ungenerous soil made no returns or inducements for such an emigration and plantation as he desired.

But Sir George did not turn his back on America. In 1629 he went to Virginia, in which he had been interested, and,—though ungenerously received by the Protestant royalists at the seat of government,—when he left the James River he steered his vessel around the peninsula of Old Point Comfort, and ascending the broad Chesapeake, entered its grand tributaries, explored its lands, approved its genial climate, and, at least in imagination, laid the foundations of this State. He soon returned to England, and in 1632 obtained from Charles the First,—who had succeeded his early friend and patron James,—the grant of Maryland, whose charter is, on excellent authority, asserted and believed to have been the work of Sir George's head and hand. Yet this charter did not pass the seals until after the death of its experienced author, but was issued in June, 1632, to his eldest son and heir Cecilius, so that the real work of plantation was the task of the Second Lord Baron of Baltimore, and of his brother, Leonard Calvert, who, in the following year sailed for America, to make a colonial settlement at Saint Mary's on the Potomac.

Yet, whatever was done in furtherance of human interests or rights, so far as the foundation of Maryland was concerned, may justly be

said to have been effected by the constitutional provisions of the charter itself, which, investing the Lord Proprietary with the royal prerogatives enjoyed by the Bishop of Durham within the Palatinate of Durham, made him a sovereign prince with but two limitations of his authority, namely: First, That the laws were to be enacted by the Proprietary with the advice and approbation of the freemen and freeholders or their deputies; and secondly, That no interpretation of the charter was to be made whereby God's Holy Rights and the Christian Religion, or the allegiance due to the Sovereign of England, "may, in anywise, suffer by change, prejudice or diminution." Thus, although the *proposal* of all laws was to emanate from the Proprietary, their *enactment* was, in reality, to be due to the freemen of the Province, while Christianity was to be acknowledged as the only religious limitation on the rights of conscience. So that, while *Religious Toleration*, as we understand the word, was then practically unknown in the Old World, the founders of Maryland,—counselled both by the experience of personal persecution, and probably by righteous individual opinion,—determined to adopt it as the keystone of what became the *first* Province of the British Empire. And so the foundations of Maryland were laid, in February, 1634, by Leonard Calvert and the two hundred who accompanied him, at "Saint Marie's," on the north bank of the Potomac, near its entrance into the Chesapeake Bay.

The task we have undertaken does not allow a longer sketch of the early history of our State; but this brief allusion to the principles upon which it was "founded" two hundred and thirty-eight years ago, is due to the memory of the Baltimores, whose name is honorably perpetuated in our capital city.

There seems to have been, during the seventeenth century, an extraordinary greediness for the establishment of towns by our legislative ancestors, as our statutes show, that within four years towards the close of that period, "thirty-three towns were created by the Assembly," no less than three of which were within the limits of what was then known as "Baltimore County." This was indeed natural; for, in a sparsely settled country,—threaded as Maryland is by numerous streams,—points of assemblage and delivery, as well as of exchange of products, are of indispensable need for agriculturists and for those who ply the water-craft of the region. The making and unmaking of these towns, which were, in fact, to be ports or "places of landing" exclusively, was attended with as little difficulty as with few permanent or useful results. Doubtless, in most cases,

they were but temporary, and intended for trial only. Yet, this lavish local legislation,—from the distracting rivalries it created,—was much to be regretted in regard to the final settlement and founding of Baltimore. Two towns long held the ascendency over all these paper and prospective speculations within our territory;—first: Saint Mary's, which was the original capital of the province, where the first Legislative Assembly was held, on the 26th of February, 1634–5 (old style),—under the auspices of the Roman Catholic founders;—and, secondly, Annapolis, settled by the Puritan refugees from Virginia, who seated themselves at a place by some called "Providence,"—by others, "Proctor's or the town-land at Severn,"—by others, again, "The Town-Land of Proctor's where the town was formerly,"—by other annalists, "Anne Arundel Town," then, "The Port of Annapolis,"—and finally, in 1708, by charter, "The City of Annapolis," which soon became and has continued to be the seat of our Provincial and State governments.

In founding new States in countries still unredeemed from the forest, it is easy to understand that far-seeing men,—especially in the distant days when steam and railways were unimagined,—would seek the establishment of wisely seated and well defended trading ports, at the head of streams navigable by the largest vessels used for commerce. Although our forefathers two centuries ago were not consumed by the land-mania of their descendants which urges them to seize and own,—if not actually to possess,—the title to regions that may not be developed or even occupied in their day and generation, it is not to be supposed that the sailors and traders who explored the upper Chesapeake did not observe the advantages of a port at the end of our main water course, whose channel for sea-going craft penetrates the continent two hundred miles from the ocean. Accordingly, it is not surprising,—when they descried the Patapsco, with an extent of only eighteen or twenty miles from the bay; with its safe, land-locked, north-branch of a mile and three-quarters in extent; with easy entrance and safe anchorage in deep water; capable of accommodating ships of the largest class to the number of two thousand; surrounded by gentle acclivities affording a fair site for a city;—that a few provident men fixed on it as the future commercial capital of the future State. It is perhaps more surprising that they did not descry these advantages sooner, and it is only to be ascribed to the scantiness of population and labor that they were not earlier embraced. The "back country" and the adjoining States were not yet sufficiently developed; yet, doubtless, other explorers,—"pioneers" of the forest who penetrated the mountain

country,—knew the connection between these "head waters" and those of the great navigable streams of the west;—but the whole land was then so comparatively bare of people and undeveloped, that men rather clustered about the older settlements,—keeping aloof from the "savages" and the rough frontier men. Besides this, it would, unquestionably, have required more imagination than the early adventurers possessed, and certainly more hope of advantageous realization, in men of their time and class, to have induced them to expend labor and money in rapidly developing the problematical seat of a commercial capital. Nay, indeed, *their* time is, in no way, to be measured by ours. Yet, the mere selection and establishment of the future site of our great city, so early in the history of this State's growth, indicates a commendable foresight in our handful of forefathers who dwelt in this neighborhood and tilled or traded as their interests required.

What did these forefathers find to tempt them? We have described the water course leading to the site, its extent and qualities. The bay and its upper rivers are unsurpassed in value on the eastern coast of North America; while its lower and middle affluents pour into its broad channel the agricultural and mineral wealth of the State, affording, also, supplies to the fishermen, which, economically used, might enrich a nation. The geological features of the country around the western head waters of the Chesapeake were peculiarly favorable for the attainment and use of water power. The streams running into the bay, as we have said, are numerous; the alluvial soil on its margin is so narrow that the tide-water almost washes the base of the hilly formation; the country gradually rises to an elevation of several hundred feet in successive ridges towards the interior, down which the waters are precipitated in their progress to the bay. So remarkably is this the case in the neighborhood of the site of Baltimore, that five of the principal streams were by the first settlers denominated "Falls;" and no less than eight streams, each of which is capable of mechanical use, discharge themselves within a short distance of the modern city. With these advantages the harbor of Baltimore originally consisted of a beautiful natural basin, or rather of three adjoining basins, of several miles in circumference, the entrance to which was formed by two projecting points not more than four hundred yards apart. It had then an ample depth of water throughout and even quite close to the shores, so that in the early days, ships were loaded on skids from the beach; nor was this admirable harbor impaired until long after, when the neighboring soil was broken in building on the borders, when the forest was cleared

away and the land turned into arable fields; so that as the town began to grow, and the trees which surrounded these basins on all sides were cut down, and streets and roads opened to their margins, the drainage from the hills began to fill them up and diminish their depth. But the changes of this portion of Baltimore will be more fully set forth in another part of this narrative, we shall at present confine ourselves to the original legislation and actual location of the "Town" itself.

Baltimore, is in fact a congeries of three towns: "Baltimore Town," which originally embraced a small tract on the west side of Jones's Falls; "Old Town," which was early and separately settled on the east side of those falls; and "Fell's Point," which grew up to the southeast of that stream on the outer basin. As early as 1662 lands were taken up in this vicinity; and "Whetstone Point," between the branches of the Patapsco, seems to have been at first most attractive; for, in that year Charles Gorsuch, a member of the Society of Friends, patented fifty acres of land on that point. The year after, Alexander Mountenay, took up two hundred acres, comprising what was then the glade or bottom on both sides of Harford Run. This was called "Mountenay's Neck." In 1668, Mr. John Howard patented "Timber Neck," lying between the middle and north branches of the Patapsco; and in the same year, the tract north of it,—the real site of the first "Baltimore Town,"—was granted to Mr. Thomas Cole, comprising five hundred and fifty acres, and called "Cole's Harbor." This tract extended from "Mountenay's Neck," westerly, across the north side of the river one mile, and northwardly from the river about half a mile, in the form of a rhomboid, divided into two nearly equal parts by the stream afterwards named Jones's Falls. There were patents of subsequent date for tracts distinguished on the old maps by the names of Long Island Point; Kemp's Addition, Parker's Haven and Copus's Harbor,—the latter since commonly known as "Fell's Point,"—and all on the east. Other patents were issued for Lunn's Lot and Chatsworth on the west; and for Salisbury Plains, Darby Hall, and Gallow-Barrow, on the north. All of these lands, by various names and titles, subsequently fell within the growing limits of Baltimore.

The families of Cole and Gorsuch intermarried,—Cole's only daughter becoming the wife of Mr. Charles Gorsuch, the patentee ot Whetstone Point,—on which Fort McHenry stands,—so that in 1679 and 1682, the husband and wife, by separate deeds, conveyed the tract called Cole's Harbor to Mr. David Jones who gave his name to the stream, so often mentioned, and by its repeated overflows, of such

troublesome interest to Baltimoreans of the present day. Jones is said to have been the first actual settler, having his residence on the north side of his "Falls," near the head of the tide-water at that day,* and when the stream was passable without a bridge.

In the course of time "Cole's Harbor" came into the possession of the step-son of David Jones,—James Todd,—who having intermarried, it is said, with the daughter of Mountenay, absorbed also the tract of "Mountenay's Neck." The first named tract was resurveyed for Mr. Todd who re-patented it as "Todd's Range," of five hundred and ten acres; and in the year 1702, Mr. Todd and his wife jointly conveyed one hundred and thirty-five and a half acres of "Mountenay's Neck," and one hundred and sixty-four and a half acres of "Cole's Harbor" to John Hurst who kept an inn near Jones's dwelling, and also conveyed the remainder of the Harbor to Charles Carroll, agent of the Proprietary. Immediately after completing his purchase, Hurst mortgaged three hundred acres of the two tracts to Captain Richard Colegate, one of the County Commissioners, who lived on "Colegate's Creek," below the north branch of the Patapsco. In 1711, Mr. Carroll sold thirty-one acres of Cole's Harbor, with a "mill seat," to Mr. John Hanson, a millwright, who built the mill, the remains of which still stood, in 1825, near the northwest intersection of Bath and Holliday streets. In 1726, a Quaker, from Lancashire, England, who had settled east of Jones's Falls, took out an escheat warrant and employed Richard Gist to survey Cole's Harbor or Todd's Range, and in the succeeding year purchased the rights in it of John Gorsuch, son of Charles. But this stirred the sons of Charles Carroll, then lately dead, who entered a caveat and prevented the new grant sought for by the enterprising land-hunter from Lancashire. Gist's return of the survey is interesting as showing that, in 1726, the sole improvements in that part of modern Baltimore were three dwellings, a mill, tobacco houses and orchards,—and that the land was about "one half cleared and of middling quality."

From Mr. Bacon's collection of the Laws of Maryland, it appears that an act, passed as early as 1663, "for *seating* of lands in Baltimore County," was rejected by the Proprietary. Twenty years later, in 1683, several towns or "ports of trade" were created by Acts of Assembly, in "Baltimore County,"—whose limits, at that time, are believed to have included all the lands within the Province north of Anne Arundel, on the west of the bay, comprising even Cecil, be-

* The tide, at that time, is reported as flowing up as high as the head of High street.

yond Elk River. The lines of Anne Arundel, in 1698, were the highlands of Magothy to Patuxent River; while Baltimore County was bounded westwardly by that county or by Charles, until Prince George's, which then included Prince Frederick's, was laid off, in 1695.

In compliance with this Act of 1683, towns or ports of trade were laid off in this "Baltimore County," on Patapsco, near "Humphry's Creek," and on "Bush River," on the "town land near the Court House." The next year another town was laid out on "Middle River;" and two years later another was seated on "Spesutie Creek," and another on "Gunpowder," at "West Bury's Point;" while the site of town on Middle River was suspended. After this there was a long lull in the creation of towns in Baltimore County, and it was not until 1706, that "Whetstone Point,"—the original favorite among locators of land in this vicinity,—was made a "town;" while the "town where the Old Court House" existed, was discontinued, and a new Court House directed to be built at a spot "on Gunpowder," designated as "Taylor's Choice," which was erected into another town. The acts making these numerous civic creations being rejected or repealed by the authorities,—when William and Mary assumed the government of the Province for the crown, in 1689, it became necessary to confirm rights acquired under the abrogated laws. This was done in 1712, as to the designated "Court House;" to which the seat of justice being removed, the town was called Joppa, and continued to be the County town for more than fifty years.

The royal government, in all likelihood, was not as beneficial to Maryland as the Proprietary had been; for the governors selected by the Proprietary and his Lordship himself had been generally careful of their people as well as the Province, so that while the wild legislation for acts of settlement was permitted by the sovereigns, private interests of various landholders were allowed to prevail rather than considerations of general welfare. The towns were, indeed, actually injured by their unnecessary number, being, in fact, so many rivals of each other in the race of prosperous location on the upper streams of Maryland.

Meanwhile the commerce of the bay and river was growing; and, —as the most convenient converging point, at that time, for all sections bordering on or communicating with the great streams,— "North Point" was agreed on as the common resort and anchorage of vessels for loading and distribution. There were but three custom house districts on both shores of the bay. St. Mary's, St. George's and Annapolis being those on the western. Naval officers or Tid-

Waiters, however, were stationed at any trade ports where the landing or shipping of merchandise was allowed, but as agriculture increased, and commerce augmented with it and with population, the trade gradually crept northerly. It was found to be the interests of owners and shippers to bring their craft into our river, though not immediately to the *head* of it. Thus, in 1723, there were but "five ships in Patapsco up for freight;" and persons still lived to within the last twenty years who have seen as many vessels of burthen anchored at the same time at the point between the south and middle branches of the Patapsco, as in the north branch on which our city was finally established. The writer distinctly remembers being pointed to the spot, near the viaduct of the railway to Washington, close to the "Relay House" at "Elk Ridge Landing," (nine miles from the present Baltimore City,) where his companion had often loaded vessels of over two hundred tons burthen with tobacco, that had been *rolled* down to the landing by the "rolling-road," which is still recognized by that name in the neighborhood.

To the point between the south and middle branches, the main road from the west and through the country generally was directed, passing south of Gwynn's Falls, at the mouth of which once stood Tasker & Carroll's Furnace of the "Baltimore Company." This point, the terminus of such a road, and with such an anchorage for commerce, was, of course, one of vast importance in "seating counties" and establishing a future metropolis; but it is a singular fact in the history of cities that the proprietor of the point,—Mr. John Moale,—a merchant from Devonshire, in England, preferred the present profitable devotion of the neighboring lands which he owned to trade and iron mining, than to adventuring them in speculation as "town lots" in futurity!*

* It is probable that the original locators of Baltimore Town were decidedly in favor of adopting Mr. Moale's Point as the site of the future metropolis, and were only prevented by the resolute hostility of the proprietor. Moale's Point and its neighborhood would have been free from the difficulties of drainage experienced by us from Liberty and Charles streets; from Chatsworth Run; from Jones's Falls; and from Harford Run. Even in those days, the alluvion of Jones's Falls, spreading from its shore, eastward, towards Harford Run, and to the limits of South street westwardly, already limited the channel of the Patapsco on its northern side, and formed some *islands*, which by repeated overflows finally became fast land. The lines of the streets *as originally laid out, running from north to south*, nowhere reached the absolute *shore*. Calvert street seems to have *communicated* with it; while Forrest street (now Charles) terminated at "Uhler's Spring Branch," which was then near the site of Uhler's alley. The original site of Baltimore was broken by marshes and water-courses, and surrounded by hills; the filling up and leveling of which—together with the expensive floods of the "Falls"—sufficiently vindicate the favor shown at first to Moale's Point.

It was about this time that the site of Baltimore was to be decided. Many persons fixed their eyes on this accessible and convenient "Moale's Point," as the most eligible situation. Accordingly, application was made to the owner for ground upon which to lay out a town; and tradition says that the people went so far as to introduce a bill into the Legislature for the establishment of a town on his property. But, Mr. Moale was a member of that Assembly, and believing less in the success of the enterprise than in his ores and industry, he not only rejected the personal application for the *sale* of any part of his land, but defeated the measure in the General Assembly, thus making it necessary for the adventurers to seek another location. The die was thus cast; and when in 1729, the "Act for erecting a town on the north side of Patapsco, in Baltimore County, and for laying out into lots sixty acres of land in and about the place where one John Flemming now lives," was passed,—it was the "head of the North Branch that was promptly selected by the leading men of "Baltimore County" who had appealed to the Legislature for a town.

The John Flemming alluded to in the Act was a tenant of Mr. Carroll, residing in a "*quarter*" house then standing on the bank of "Uhler's Run," about the present intersection of Lombard and Charles streets. The Act of Assembly empowered Baltimore to be a privileged place of landing, loading, and selling or exchanging goods, and Major Thomas Talley, William Hamilton, Esq., William Buckner, Esq., Dr. George Walker, Richard Gist, Esq., Dr. George Buchanan, and Colonel William Hammond, all of whom, except Dr. Walker, were justices of the county, were appointed Commissioners to carry it into effect. They were all men of substance and standing in the province, mostly landholders; and one of them, Dr. Walker, was afterwards proprietor of that charming seat on the western side of the present city, formerly known as "Chatsworth," the superb grounds of which are now all covered with modern improvements, save the gardens and enclosures occupied at present by Mr. Daniel B. Banks on Franklin street.

The tax-payers on the millions of real estate comprised within the same limits to-day, may be a little astonished to know that on the 1st of December, 1729, these worthy Commissioners,—the Fathers of our city, whose names deserve most respectful record and remembrance,—bought of the Messieurs Carroll, the tract of sixty acres, authorized by law, for forty shillings per acre, in money or in tobacco,—(which was a Maryland currency)—at one penny per pound;—not quite six hundred dollars in the coin of our country! Let us, also,

record permanently in this volume the original limits of this cheaply purchased city, which on the 12th of January, 1730,—(new style)—the County Surveyor, Mr. Philip Jones, laid off legally as follows: Beginning at a point *near* the northeast intersection of *what are now* called Pratt and Light streets, and running northwestwardly along Uhler's alley, towards *what was then* a "great eastern road" and "a great gully" or drain, at or near Sharp street, thence across the present Baltimore street, east of the gully, northeasterly with the road, which is now McClellan's alley, to a "precipice which overhung the falls," at or near the southwest corner of Saratoga street and St. Paul street; then, *with the bank* of Jones's Falls, (which then swept up to the last named corner,) southwardly and eastwardly, various courses, unto the low grounds which lay ten perches west of Gay street,—then due south along the margin of these low lands to the bank on the north side of the river (which then came up to near the present Custom House and Post Office building)—and then, by the river bank, westwardly and southwardly to the place of beginning. This rough surface of soil, and drains, and gullies,—cheaply purchased probably by the Commissioners as only fit for a town and not for a farm,—was then cut in its centre from due east to west, that is, from about McClellan's alley to the swamp which edged Jones's Falls at Frederick street,—by Long street,—afterwards Market, and now Baltimore street. Long street was intersected at right angles by Charles street. There were also nine *lanes*, called East, South, Second, Light, Hanover and Belvidere, Lovely, St. Paul's and German. The six first named of these lanes were in the course of time increased in width and raised to the dignity of streets. The lots, of about an acre each, were numbered from one to sixty, commencing on the north side of Long (Baltimore) street, and running, first, westwardly, exhausting the northern acres, then returning eastwardly on the southern side of the street, until all the lots were apportioned. Number "one," we judge from old maps, was situated between the present Gay and South streets, probably east of Holliday.

The site of Baltimore was so completely only a great business location for the future—(as time has indeed proved)—and so cut up with hills, water courses, drains, and swamp land, that it did not attract a rush of "takers" when the office was open for purchasers of lots on the 14th of January, 1730, and several following days. "Improvements" were required of the buyers, and not the least charge to the purchaser was the "house, covering at least four hundred square feet," which he was required to build within eighteen

months from date of "taking up." A list,—the original one,—of the "Entries of Purchasers of Baltimore Town-lots," is still preserved in the Register's office of our city, and they who are curious in such matters may not be surprised to know that the two lots *first* selected were number 49 by Mr. Charles Carroll, at the southeast corner of Calvert street and the Basin, which then extended far up the street, and number 37 at the *then* intersection of Charles street and the Basin. But the takers were not immediately greedy, though in a few years the whole land was absorbed, and applications were made for the lots forfeited by delinquents. Still, as yet there was nothing to invite extravagance in city building or improvements by extending streets, building bridges, leveling hills and filling marshes; all of which tasks have fallen on the successors of the first enterprise.

Thus the first "Baltimore Town" was laid out and disposed of, but it was as we see a small affair of sixty rough acres, comprised within the westernmost Basin of the Patapsco on the south, the chalk hills of Charles and Saratoga streets on the north, the deep drain and gully which swept down about the present course of Liberty street and McClellan's alley on the west, and on the east by the big swamp, which bordering Jones's Falls, ran up by its western flank as far on the present Frederick street as Saratoga or Bath streets. Jones's Falls,—the absolute easternmost limit, swept round, in a deep horse-shoe bend, a couple of squares above our Gay street bridge, the curve of the horse-shoe penetrating as far as the corner of Calvert and Lexington streets, and thence going northeastwardly along the line of Calvert.

But the limits of the town were in fifteen or twenty years enlarged by additions. In 1730, a ship carpenter, William Fell, brother of Edward who settled east of Jones's Falls in 1726, bought the tract, before mentioned by us, called Copus's Harbor, and built a mansion there, on the present Lancaster street; so that the subsequent improvements and disposition of the property have resulted in what still bears the name of "Fell's Point." In 1732, another town across Jones's Falls, immediately opposite to Baltimore Town, was erected on ten acres, laid off in twenty lots, valued at one hundred and fifty pounds of tobacco each, and located on that part of Cole's Harbor settled by Mr. Edward Fell. This was called "Jones-Town" and consisted of three streets;—Front, Short and Jones—on the last of which at the southwest corner of Bridge or Gay street extended over the falls, stood a store kept by Mr. Fell; and, as a settlement in this district had been made before the laying out of Baltimore Town, the location, after awhile, took and has ever since retained

the name of "Old Town." Thus, in these three locations, we have the absolute *nucleus* of our present city, though it was not until 1745, that "Jones" and "Baltimore" towns, were amalgamated into one, with the name of the latter, and commissioners appointed to carry the union and administration into effect. Yet, strange to say, there was still a gap in the centre of the settlement until 1747, when Mr. Harrison bought for £160, from Mr. Carroll, the whole land and marsh, comprising twenty-eight acres, which lay between the limits of the original Baltimore Town on the east and the western bank of Jones's Falls;—and, at the next session of the Legislature, obtained an Act by which Gay, Frederick, and parts of Water and Second streets were laid off with eighteen acres of ground. It was not until 1750, that High street, from Ploughman to French, with eighteen acres, was added to the town; nor until 1773, that Ploughman's, Philpot's, and Fell's lands were annexed to the extent of eight acres, —while the eighteen acres between Bridge (now Gay) and Front streets, which Messrs. Moale and Steiger were authorized by the same Legislature to add to the town, were in fact not joined to it until eight years afterwards, about 1751.

The communication between the first towns and their additions, east of the Falls, was of course vastly obstructed by the wide marsh which bounded the stream and which with the extent northwardly, already mentioned,—spread westward from the margin of the Falls to the present Frederick street. What is now Harrison street, from its head at Gay street to the Patapsco, was a swamp,—the resort of sportsmen for snipe and woodcock,—and so, indeed, the lower part of it, below the present Maryland Institute and market, continued until near the beginning of this century. The communication, therefore, between Baltimore Town proper, and its adjunct, Jones-Town, was inconvenient and sometimes dangerous; effected only by a ford which then existed somewhere between the limits of Gay and Saratoga streets as they are now laid down. Accordingly, a bridge was shortly erected, by the respective inhabitants of the towns, at the place where Gay street bridge now stands, so that the townfolk and travelers, who, if they did not choose, in the unoccupied and unbuilt condition of the land at that early day, to follow the pathway or road that was dignified by the name of "Long street," and flounder through the swamp and swim the Falls if it happened to be high, might conveniently cross the open lots, north of the highway, and pass to Jones-Town by this permanent viaduct, which, doubtless, contributed to the *legislative union* of the two towns of "Baltimore" and "Jones," in 1745, under the name of "BALTIMORE," as we have already stated.

About the year 1734, a town was laid out at "Elk Ridge Landing,"—near the present Relay House, on the Baltimore and Ohio Railroad, from which country produce,—especially tobacco,—was for many years afterwards brought to ships anchored off Moale's Point, where the originators of Baltimore-Town had been so anxious in 1729 to found their settlement. Indeed, Joppa, the "Baltimore County" seat, and "Elk Ridge Landing,"* were, in those days, rivals of Baltimore-Town; but our ancestors having secured their wisely chosen site at the absolute top of bay and river navigation, proceeded bravely to do their best in the way of advancing its fortunes. It is stated,—although the exports to Great Britain about this period—(1731)—from the two colonies of Maryland and Virginia,—which are said to have been then nearly equal in wealth and white population,—amounted to about sixty thousand hogsheads of tobacco and over twenty-one thousand pounds sterling in skins and lumber—employing twenty-four thousand tons of shipping,—that great depression was experienced throughout the province; and, in fact, that the low price of the staple product,—tobacco,—caused local insurrections and the destruction of many fields of the narcotic plant. The emission of bills of credit as a substitute for a currency,—as had been already done in other colonies,—produced a favorable change, and improvements soon began to be made by the adventurers of our future metropolis. Like worthy burghers, they did not forget their religious duties or allegiance to the Church of England; so that the first church *built* in Baltimore-Town was St. Paul's,—on lot No. 19 of the original town plat,—being the most elevated ground of the town, and part of the property on which the present edifice of the same name is erected,—its predecessor, alas! was but a sorry, barn-like, temple! The church, indeed, was not finished until 1744; nor have we, until the year 1758, any information of other churches or places of worship, except those of the Society of Friends, of whom a large portion of the first settlers of Baltimore undoubtedly consisted. The original "Quaker-meeting" in this vicinity was called "Patapsco," and was held at a house which stood on the site of the Quaker burying ground on the Harford turnpike, the ground for which was given by Joseph Taylor. This meeting is first mentioned in the old manuscripts of the Society in 1703, when it was probably held in a private house; but it is certain that Mr. John Giles—the first of that family whose members have since occupied high positions in our State, settled near

* In 1683 an Assembly was held at "*the Ridge*" in Anne Arundel County—(Elk Ridge Landing)—at which the first Act was passed for "laying out of towns," entitled "An Act for the Advancement of Trade."

the present site of Baltimore, about the beginning of the eighteenth century, and that at his house the Friends or Quakers held their meetings.

The writer of this sketch secured from the late Colonel Samuel Moale, of Baltimore, a rough but undoubtedly authentic picture, drawn in 1752 by his father John Moale, of Baltimore-Town, as it then appeared from the heights of "Federal Hill," south of the Basin. It has been placed, very properly, by Colonel Moale's direction in the collections of the Maryland Historical Society, in its building in Baltimore, and will unquestionably be sacredly kept by the officers of that institution as the most valuable memorial of their city,—rudely but graphically displaying to their descendants the appearance and growth of it in the course of twenty-three years from its founding. This sketch was the basis of the engraved picture of Baltimore in 1752, published many years ago by the late Edward J. Coale, with additional matter furnished by Mr. Bowly, filling up with some details much of the space left bare by Mr. Moale in his original and homely draft.

In this original sketch we have Baltimore as it appeared one hundred and nineteen years ago to a townsman, who evidently intended his picture as an affidavit rather than a work of art or imagination. The twenty-three years of growth had furnished but twenty-five houses—a fraction over one a year; so that, allowing ten inhabitants to each one of twenty houses, the population had grown to two hundred. It should be stated, however, that Mr. Moale's drawing does not embrace the scenery and improvements east of the Falls, while the houses delineated are thinly sprinkled over a broken hill-side sloping to the Basin, with St. Paul's Church crowning the top of the eminence. Mr. Bowly, in his improved picture, as published, has garnished the lower margin of the Basin, where it receives the Falls, with a flourishing field of cabbage or tobacco plants. We can recognize Calvert and Light streets, on the former of which we distinguish the brick building, which until twenty years ago, stood at the corner of Bank or Mercer street, and was known as Payne's Tavern—the scene of much revelry in early days, and containing the rather limited ball-room, in which many of the Baltimore belles of the ancient time have recounted to us their minuets with the French officers during the Revolutionary war, and their cotillions with General Washington after the war was over. Further on, along the route of Mercer street, we think we discern "Kaminsky's," part of which still stands, a part being this year,—Anno Domini 1870,—torn down to make way for the improvements caused by the destruction of the old, his-

toric, "Fountain Inn," in which Washington's apartment was still known and shown until the building was destroyed. In 1752, Payne had a rival publican and boniface, in Rogers, who kept tavern at the corner of Long or Market and Calvert streets. There were three other *brick* houses in the village, one of which stood about the site of Barnum's Hotel, and was the dwelling of Mr. Edward Fotterall,* —two stories high, with free-stone corners;—the first house,—say the Chroniclers,—built "*without* a hip-roof,"—the predecessor of the fashionable "*Mansard.*" The bricks for all these houses were imported from England,—doubtless as ballast for the tobacco ships,—for our agricultural ancestors had not yet learned that they were living on clay-lands which were to produce for their descendants the best bricks in the world. Mr. Moale terminates his sketch, at the bottom by a rough and bare margin, which we may suppose he intended as the limit of the Basin, but Mr. Bowly certifies our conjecture by delineating the water-courses of that spot, and anchors at its landing the brig "Philip and Charles," belonging to Mr. Rogers, and the sloop "Baltimore," the property of Mr. Lux. Such is an inventory of Baltimore-Town in the year 1752:—Twenty-five houses, one of which is a church,—and two taverns;—four of these edifices built of brick, *one* being of two stories and without a hip-roof;—two hundred men, women, children, slaves and servants, to occupy the buildings;—and lastly, for the present navigation of the settlement, —one sloop and one brig, both owned in the town. It may help our imagination of the village and its belongings, if we recount that, a Mr. James Gardner kept school at the corner of the present South and Water streets, but that he did not completely fill the wants of the community, for the Annapolis newspaper—the Maryland Gazette,—announces that a "schoolmaster of sober character, who understands teaching English, writing and arithmetic, will meet with good encouragement from the inhabitants of Baltimore-Town, if well recommended."† The mind was fed, but there was, as yet,

* Fotterall went to Ireland, the place of his birth, at the Revolution, being probably a loyalist. At all events, it is recorded that his houses were pulled down, all his property being confiscated and sold.

† The following list of well-known INHABITANTS OF BALTIMORE-TOWN IN 1752, is from a paper in possession of the late JOSEPH TOWNSEND, who had it many years before his death from one of the early settlers, who was cognizant of the facts stated:

"Capt. Lucas, Wm. Rogers, Nich. Rogers, Dr. Wm. Lyon, Thomas Harrison, Alex. Lawson, Bryan Philpot, Nick Ruxton Gay, James Carey (inn keeper), Parson Chase, Mr. Paine, Chris. Carnan, Dame Hughes (the only midwife among English folk,) Chs. Constable, Mr. Ferguson, Mr. Goldsmith, Mr. Jno. Moore, Mr. Shephard (tailor), Bill Adams (barber), Geo. Strebeck (only wagoner) drove a single

no Market House for the creature comforts of the villagers, who probably relied independently on the vegetables, fruit, poultry and pork, raised by their own industry within the bounds of their lots. But one was, nevertheless, soon set on foot, and, not long afterwards, erected by subscription at the northwest corner of Market and Gay streets, with a large room above it, for popular assemblages, balls and amusements suitable to a rather demure population. Having a market house, five or six dozen houses, and a church to protect,—a fire department became necessary; so that every householder, under a penalty of ten shillings of the realm, was required to "keep *a ladder*," to be used in case of fire: while an equal sum was imposed, as fine, if he allowed his chimney to blaze in the midst of so inflammable a neighborhood. Large as the spaces were, and favorable as the ground was for the culture of "porkers,"—those pioneer scavengers of infant cities were,—under adequate penalties,—inhibited from roaming abroad, and confined to the enclosures of their owners.

Slow as seems to have been the growth, and unpromising the prospects of Baltimore-Town, it is likely that the people "had faith" in what they were about, for, in the very year of the completion of Mr. Moale's sorry picture, thirty-two acres of "Cole's Harbor," which Mr. Joshua Hall bought of Mr. Carroll, were added to the town, comprising part of the tract which was between the town and the lines of Lunn's lot at the south, northwest of the *first* town that was laid out. This seems to include the land between McClellan's alley and the present Liberty street, running round the western and northern limits of the original Baltimore-Town to the western side of the Falls. The population of the County of Baltimore, at this time, consisted of 2,692 white men, 3,115 white boys, 2,587 white women, 2,951 white girls, 595 servant men, 126 servant boys, 200 servant women, 49 servant girls,* 470 men convicts, 6 boy convicts, 87 women

team, Jake Keeports (carpenter), Conrad Smith, Captain Dunlop, Jack Crosby (carpenter), Bob Lance (cooper), Philip Littig (whose wife was *accoucheuse* among the German population), John Ward, Hilt Stranwich (laborer), Nancy Low, Mr. Gwinn." The first female child born in Baltimore-Town was Ellen North, afterwards Mrs. Ellen Moale, who lived to see Baltimore a city of nearly 80,000 inhabitants, having had hardly more than 250 when she was born.

* Servants in Maryland, at that time, may properly be classed as the Redemptioners provided for by Lord Baltimore in his original scheme of colonization, as set forth in the "Relation of Maryland, 1635." Much of the early emigration to Maryland was thus effected, the emigrant binding himself to five years in the Province in consideration of his transportation thither at the cost of the co-contractor. In 1638 the term of service was reduced by Act of Assembly to four years. Where these agreements were made with a merchant, ship owner or ship captain, these indented servants or "Redemptioners," were sold at auction for their terms of four

convicts, 6 girl convicts; being 571 convicts, in all, designed for compulsory labor in the county and sold for certain terms; while there were 116 *mulatto* slaves, 196 free mulattoes, 4,027 black slaves and 8 free blacks,—making a total population of 17,238, whereof eleven thousand three hundred and forty-five occupied the position of *master* or *mistress*, and four thousand eight hundred and ninety-three the position of menials,—affording a servant for nearly every two.

The spirit of improvement,—co-operative or alone,—was not adequate it seems to the wants of the stripling villagers, for in 1753, we find the gambling spirit of mankind appealed to by the scheme of a lottery, to raise four hundred and fifty "pieces of eight,"—(as dollars were called, from the eight *reals* that composed them,)—for the purpose of building a public wharf. This indicates the increasing demands of trade, and so do the draining of parts of the marsh, near the Falls, by Mr. Steiger, as pasturage for his cattle, inasmuch as the town-lots were beginning to be built over by the Larshes, the Luxes, the Myers, the Goodwins, the Moales and the Carrolls. And thus gradually grew the town which soon needed protection, it was supposed, from incursions of the western savages, who, it was alleged, after the defeat of Braddock, in 1755, penetrated the country, past Forts Frederick and Cumberland, and pushed their plundering and murdering parties to within fifty miles of Baltimore. There is a tradition of this period, that the country people were once actually driven into the town, and that the women and children were placed, for safety, in the vessels in the harbor. An ancient original paper, before us as we write, dated the 28th of January, 1748, is a subscription list signed by some twenty-six of the principal burghers of Baltimore, by which they pledge themselves respectively to pay five or ten shillings each in order to "make good the fence of the said town and to support a person to keep it in good order," in compliance with an Act of Assembly, which prohibits the inhabitants "from keeping or raising hogs or geese therein." But the Indians were more dangerous foes than the swine and poultry, and, accordingly, the town's people met and resolved to raise a stouter defence for their safety, by the erection of a palisade around the village, shutting out all ingress or egress except by a gate on Market street near McClellan's alley, and another on the upper part of Gay street near the bridge, while a smaller aperture, for foot passengers, was cut in the circuit near the head

years, and at the end of their term, they received one whole year's provision of corn and fifty acres of land. These "servants" therefore are not to be confounded with the *negro slaves* or the *convicts*, the latter of whom were also sold to labor for terms.

of Charles street, which then was on the cliffs about Saratoga.* Luckily the inhabitants were never indebted to their circumvallation for guardianship, yet, if it did not save them from an *enemy's* fire, it served them for domestic fuel. So that, in the course of two or three rigorous winters, the logs gradually disappeared under the nightly assaults of certain economical citizens who made themselves comfortable by the blaze of the pilfered defences. Thus ended the walls of our infant metropolis; but the fright of the inhabitants, in all likelihood, contributed to the growth of the town, as people who were disposed to take up lands in the interior, remote from protection were deterred by the risk of savage raids, and threw their capital, industry and enterprise into the young but promising mart.

It was about this time that Baltimore became the refuge of men who had suffered from the real and not the imaginary dangers of war. When the British took Nova Scotia,—or, as it was otherwise called, Acadia, in 1756,—many of the neutral French who were forcibly deprived of their property and expelled, came to our town. Some of them were received in private houses, while others were quartered in Mr. Fotterall's dwelling, in which they, also, erected a temporary chapel. Assisted by public levies, authorized, it is said, by law, these industrious and frugal refugees, soon got possession of much ground on South Charles street where they erected wooden huts, from the trees cut in the neighborhood, which, in time, and mostly by their own hands, were converted into substantial frame or brick buildings. This foreign settlement became known as "French Town,"—a name it retained until very few years past. The descendants of some of these Acadians still linger among us;—and, —although out of chronological order,—we may as well record that Baltimore was still further indebted for a French population in the year 1793, when the refugees from the insurrection at Cape Francois came in the grand convoying fleet, principally to the Chesapeake. About two thousand persons arrived in the first instance at Baltimore, and about one thousand more in the following three months. These were, mostly, people of wealth, who, in addition to their industry, brought with them in produce, specie and jewels, not less than a million of dollars. Of these emigrants many were skilful

* The steepness of these "Cliffs" may be estimated from the great declivity which still remains (1870) in the three squares on Saratoga street, between Charles and Calvert streets, at the foot of which the "Falls" then flowed, and at times *over*-flowed, the "Meadow." The writer well remembers the tops of those cliffs, which, crowned with old "*Shanties*," used still to peer up full twenty feet above the level of the streets on the lots on the south side of Saratoga, between Charles and Liberty streets.

mechanics; but the greater numbers were planters or agriculturists, and hence the swarm of French gardeners which soon afterwards stocked and attended our markets, and gave to Baltimore that renown for the excellence of its garden vegetables, which it retains to the present day. In this emigration the ratio of whites to negroes was about two to one.

It was about 1754, that "Barrister" Carroll built the stately mansion of "Mount Clare," still standing near the line of the Baltimore and Ohio Railroad, in the western section of our city. The dimensions and style of this establishment,—built, however, of imported bricks,—attest the increasing importance of the settlement, and prepare us for the steady changes which occurred,—without any forcing or speculative processes,—during the French and Indian wars, to the beginning of the Revolutionary struggle. The town grew. Dwellings, inns, tan yards, a pottery, rope walks, ship yards, wharves, new tobacco inspections, a distillery, and an alms and work-house, were erected, and markets regulated. Between 1750 and 1782 the great and permanent additions of land to the original consolidated Towns of "Baltimore" and "Jones's" were made, showing the need of space for an increasing and industrious population. In 1750, High street, from Plowman's to French, as we have said, was laid off;—in 1765 the water lots on the "Point" had been taken up,—and as the site was favorable for building and fitting vessels,—the Point became a rival of the Town west of the Falls. This year Mr. Cornelius Howard added thirty-five acres of Lunn's lot, including the streets known as Conway and Barré, and running also thence between the west side of Forrest street and the east side of Liberty street, to Saratoga. This addition to the town was at once confirmed by law. The next year a commission was authorized by the Assembly to have the "marsh between the Falls and Frederick street" filled up; and in 1768, another law, which was soon carried into effect, decreed the building of a Court House and Prison, on Calvert street, near Jones's Falls. The fate of this edifice will be hereafter narrated. In 1773, about eighty acres of Plowman's, Philpot's and Fell's lands were added to the east of the town, and an "Alms House" erected; while, after the revolution in 1781, "Fell's Prospect" was laid off by Commissioners and joined to the town on the east, *besides* the previously mentioned eighteen acres betwixt Bridge (now Gay) street and French street, and in 1782 Colonel John Eager Howard annexed to the town all his lands *east* of the street named by him "Eutaw," in memory of his well-known battle-field. On Lexington street he laid out a spacious lot for a market, (which was not

improved until 1803;)—and, moreover, assigned a large property on Market or Baltimore street, west of Eutaw, for the use of the State, should the Assembly consent to make our town the Seat of Government, within twenty years. But this liberal gift the Legislature rejected as often as it was proposed. In the fall of this same year, the tracts known as "Gist's Inspection" and "Timber Neck," lying south of former additions and upon the Middle Branch of the Patapsco, as well as the lands between "Fell's Prospect" and Harris's Creek, were added to the town;—all of which formed, with the first settlements, the grounds which were to be covered by the future metropolis. Although some of these additions were made subsequently to the period of which we are treating, it has been thought proper to group them in this place, as the best means of displaying the numerous bits which gradually composed the Mosaic plat of "Baltimore."* Thus, with population, land, buildings, wharves, distilleries, and alms as well as work-houses, it will be seen that in the twenty years between the date of Mr. Moale's unpicturesque sketch and the beginning of the War of Independence, the town and county made such advances in *civilization*, that it not only had a thrifty, laboring population, but its "distilleries," and probably the permitted "*direct* importation of Madeira wine," had helped to make some of those paupers for whom its alms and work-house was erected. But, to compensate for the decline of virtue among some classes, it must be recorded to the honor of the little town or village, that, about this period (1770) forty-two merchants and traders of enterprise and capital, and some very skilful mechanics, were added to the inhabitants, who already employed eleven doctors to heal their bodies, and nine lawyers to protect their purses and property. Beside this, the Methodist Society, formed originally by the visits of the Wesleys in 1735 and Whitfield in 1740,—built in 1773 their first meeting-house,

* The following items, taken from an original bill for the "Funeral Expenses of a gentleman in Baltimore-Town, in 1758," are curiously indicative of manners and expenses, then. Coffin, £6, 16s.; 41 yards crape, £7, 3s. 6d.; 32 yards black tiffany, £4, 16s.; 11 yards black crape, £1, 18s. 6d.; 5½ yards broadcloth, £6, 11s. and 3d.; 7½ yards of black shaloon, 19s. 3d.; 6½ yards linen, £1, 13s.; 3 yards sheeting, 7s. 10d.; 3 dozen pairs men's black silk gloves, £5, 8s.; 2 dozen pairs women's do., £3, 12s.; 6 pairs men's black gloves, at 3 shillings, 18s.; 1 pair women's do., 3s.; then there were black silk handkerchiefs; 8½ yards calamanco, mohair, buckram; 13½ yards ribbon; 47½ pounds loaf sugar; 14 dozen eggs, 10 oz. nutmegs; 1½ pounds allspice; 20⅝ gallons white wine, at £4, 2s. and 6d; 12 bottles red wine; 10⅜ gallons rum; while 10 shillings additional were paid for coffin furniture, and one pound sterling each to dame Hannah Gash and Mr. Ireland for attendance. And so it seems our forefathers went becomingly and *jovially* to their graves Anno Domini 1758, in Baltimore-Town.

in Strawberry alley, and another, in the next year, in Lovely lane. The Presbyterians had already erected their First Church on the corner of North and Fayette streets,—torn down within late years to give place to the United States Court House. The Roman Catholics, in 1770, erected part of St. Peter's Chapel, on Saratoga street, though by a curiously conceived lawsuit against "Ganganelli, Pope of Rome,"—(for want of another defendant,)—brought by one of the builders, who had become bankrupt, to recover advances; the Church was, at the beginning of the Revolution, closed for some time, forcing the worshippers to assemble in a private house in South Charles street, until they could recover possession. This, however, was obtained sooner than practicable by the "law's delay," by the address of a Captain of volunteer militia, who insisted on marching his Catholic troops to their place of worship, and demanded and obtained the key of the deserted Chapel. In 1773, the Baptists bought a lot and erected part of a church on Front street; while the German Lutherans, with the aid of a lottery, built one on Fish street (now Saratoga), with an established clergyman as their permanent pastor. Nor, were Internal Improvements by public highways neglected. In 1774, the Legislature passed an act appropriating £4,000 or $10,666\frac{2}{3}$, to be expended by thirteen Supervisors in making "the three great roads leading to the town," from the West, the North and the East; thus establishing, 1st, the intercourse between the town and the western parts of Maryland, and thence, by the line of "Braddock's Road," to "Red-Stone-Old-Fort," on the Monongahela; 2d, the intercourse with Harford county, the Susquehanna head-waters, and onward to Philadelphia; and 3d, with the northern parts of our own county and Pennsylvania. This, too, was the epoch of the establishment of a public press in Baltimore,—the weekly "Maryland Journal and Baltimore Advertiser," being first issued by William Goddard, of Rhode Island, who had removed from Philadelphia, and printed at a house on the east side of South street, near Market (now Baltimore street). He published his first paper on the 20th of August, 1773.* Before this, the newspapers of Philadelphia and Annapolis were the sole mediums of information for Baltimoreans, and the only means of advertising their wares or their wants. An attempt, soon after, made by a certain Joseph Rathel, to establish a Circulating

* As a sample of Baltimore business at that time, we may notice an advertisement of Thomas Usher, who in stating that he has a variety of imported goods for sale, adds: "T. U. is erecting a spacious shed, capable of containing many horses, for the accommodation of country people and wagoners, with the conveniency of a large trough to feed in; and market people may be there accommodated, as horses may stand in safety, and a pump is convenient to water them."

Library, was less successful, as might be expected from an advertisement in one of Goddard's early issues, by an empirical, "Doctor John H. Gilbert," who describes himself as a "German, and regular-bred physician, who, from study and travel, by land and sea, and long successful experience and practice, has found the great efficacy and virtue of his several preparations," after reciting which, he remarks in a "Postscript:" "N. B. The Doctor has for sale some copies of the Vicar of Wakefield, in 2 vols., by the celebrated Doctor Goldsmith!" It is probable that Baltimore-Town was not then so much a reading as a talking community,—its citizens meeting at the "Coffee House," or enjoying themselves by a visit to the theatre then lately established in a warehouse at the corner of Market and Frederick streets, or, soon after, in the better Thespian temple, built at the intersection of George (now Water) and Albemarle streets, by Douglass and Hallam. Books, indeed, were not advertised for sale in Baltimore during the next five years, except a few in 1774, "at the printing office;" and again, in 1775, as to be obtained from one "William Green, from Philadelphia," who visited the city with a collection of books for sale, and who wisely admonishes the burghers that "his stay will be short!" The town "improvements" for intercourse between the two sides of the Falls were much amended at this epoch. Gay street bridge was entirely rebuilt of wood; but another, erected at the Market street crossing, was constructed of *stone*, whose arches, however, unfortunately gave way when the supporting centre-boards were withdrawn, so that it had to be reconstructed of wood. Another bridge of wood was also, for the first time, built at Water street; but it was necessary to connect both the Market and Water street improvements with the town, by raised causeways, from Frederick street across the marsh.

In 1774, when taxation was by head, or "*per poll*," Baltimore-Town *and* county contained 7,410 *taxable* inhabitants, and the levy was 172 *pounds of tobacco per poll*, or 1,274,000 pounds in all, convertible in current money, at 12 shillings and 6 pence per hundred pounds. The price of tobacco in *the market* was then from fifteen to twenty-five shillings per hundred in Baltimore, and consequently it may be supposed that this liberal discount to tax-payers was availed of.

In 1775 Goddard's enterprise stimulated Dunlop to establish his "Maryland Gazette;" and doubtless the notes of war, sounding in the distance, had already made men's minds alert for news as well as for interchange of opinion upon the growing dispute; so that they not only sought information as to the times, but began to build a

battery on Whetstone Point, and stretched three massive chains supported by floating blocks, across the narrowest part of the strait at the entrance of the harbor, leaving but a very narrow passage for vessels on the side of the fort. At an election held "*in the town*" in 1776, four hundred and seventy-two votes were taken, while the *unadded* "Fell's Point," at that time, contained a population of 821. The year before, there were enumerated 564 houses and 5,934 inhabitants in the *town proper*, so that, with the addition of the 821 of "Fell's Point" or Deptford Hundred, as it was called,—there were 6,755 individuals girdled by the defences of Whetstone Point and its floating chain. The population in this quarter of Maryland and in our immediate neighborhood, may be estimated from this record, and from the census of the *original* "Baltimore County" before its subdivision, which gave that district 10,490 slaves and servants, and about 20,000 free white inhabitants. Thus the growth of Baltimore-Town and its adjuncts had, in the second quarter century, largely exceeded the progress of the first twenty-five, at the end of which Mr. Moale had drawn his rough profile of the ungainly village.*

In a sketch of a large city's growth, for which so small a space in the present work, can be spared, the writer is so much confined to annalistic details that it is quite impossible to dwell upon many historical facts which would be useful in elucidating a fuller narrative of Baltimore. For instance, we should have much pleasure in offering our studies and views of the colonial establishments and legislation of the Lord Baltimores and their Assemblies, as well as the legislation of Great Britain for its colonies and provinces. It, is indeed, difficult to comprehend growth, at all, in the swathing-cloths of such restrictive domination; so that the allegiance of a people,—free in temper and spirit,—their endurance and apparent contentment for so many years,—are matters of wonder in this age of liberty and self-government. The navigation laws of Great Britain, which confined all of the colonial trade to British and colonial merchants and ships; limiting intercourse to her European dominions for tobacco, and allowing no other trade but a restricted one to the south of Europe, were, alone, sufficient to mar the progress and manhood of any colony; yet the Marylanders, wrought, traded, planted and steadily increased in numbers. The restrictions and revenue laws were, however, doubtless, often and lucratively

* In May, 1778, William Stinson advertises in a Baltimore paper, the opening of a "*Coffee-House*, at the corner of Market and South streets," which, he says, "is much wanted in this *great* commercial and flourishing Town;"—though before that time there were certainly inns for the accommodation of the country-folk.

evaded;—indeed, they were but invitations to duplicity. The discouragement, nay inhibition, of all manufactures, except flour, iron and "*homespun*," made the people dependent mainly upon tobacco and grain for their exchanges; and thus, in the midst of a region unsurpassed for water power, they were reduced to agriculture, or the simplest trade, for subsistence and the hope of wealth. In addition to this, they were cramped by their currency, and obliged to suffer losses by exchange; £200 in bills of credit, being given for £100 *sterling* before the year 1750, though they afterwards recovered a better ratio of values. The legal currency and money of account remained, as fixed by the coins one hundred years before, at six shillings *per dollar*, while the real *par*, at this period, was by general consent, placed at seven shillings and six pence,—a rate which was confirmed directly after the declaration of Independence.* During all this period, too, the spirit of the Proprietary's enterprise, and the spirit of the Royal government, which, at times interposed and interrupted the Proprietary's control of his province, was to keep this "fishing and farming" colony, a "fishing and farming" manor for the Lord Baltimores, capable in time, of producing a princely revenue for the family and for England. Farms, forges, mills, and plantations, or manorial estates, were all that met the royal or proprietary approval. The edict to the people of Maryland was: "produce from the soil your wheat and iron and profitable tobacco, and give them to us exclusively in Great Britain; for which, we shall return you our manufactures and luxuries, supplying you also, with labor from our prisons and from Africa; and thus you will be, and continue to be, dependent on your *mother*—England." The terms of settlement, as proposed for "adventurers" originally, by Cecelius Calvert the second Lord Baltimore, were liberal enough, so far as the indigent emigrant was concerned, after his four or three years of indented service had expired; but neither for him nor for his master was the whole, paramount, colonial system,—either of the Crown or of the Proprietary,—calculated to develop so rich and various a territory as is grasped and penetrated by the bays and rivers, and crowned by the coal and iron mountains of our opulent

* From an early day Maryland was embarrassed by a want of currency. Cecelius Calvert (2d Lord) tried the issue of silver coins, shillings sixpences, and groats, but the experiment was probably not extensive enough. Government bills of credit were issued, and soon depreciated. In 1732, the Assembly made *tobacco* a legal tender, at one penny per pound, and Indian corn at twenty pence per bushel. The value of *tobacco* as a currency for legal costs, &c., was afterwards fixed again by law,—but the *market* value per pound seems, to a late date, to have regulated its value as a currency, according to the decisions of the courts in various cases.

State. Yet, it is unquestionable that if this colonial or provincial policy did not produce the greatest results possible in wealth and material progress, it seems to have formed a very contented, a very cultivated, and a very polished people. The system made ANNAPOLIS everything. It was the seat of government; and there all society centred, as well as the springs of all mercantile and commercial affairs. All entrances and clearances of vessels were made there. The governor and all the public officers dwelt in the political capital; and around them,—generally born in Great Britain and highly educated and connected,—gathered the most learned persons in professional life, as well as the wealthiest planters and their families. Elegant and extensive houses were built, and the elaborate furniture, the ancestral portraits and pictures, and the current fashions, were all brought from what Marylanders were then pleased affectionately to call "home,"—Great Britain. Accordingly it is not surprising to find in the old records and writings of that day, that Annapolis was considered the "Court of the Colonies," and that the renown of the Sharpes and the Edens, and their courtly circles of Dulanys, Carrolls, Jennings, Ogles, Goldsboroughs, Carmichaels, Johnsons, and Chases, is remembered to the present day, not only in the ancient city itself, but throughout the State. Indeed, the culture of Annapolis was not external or showy alone, and confined to graces of manner or hospitality. The men were, in truth, "persons of quality" in intellect, education, and, better than all, in *character;* for it is from these very circles that the Carrolls, the Johnsons, the Tilghmans, the Pacas, the Stones, and the Chases, sprang, when the first call was made on our people for the defence of American rights.

BALTIMORE:

FROM THE OUTBREAK OF THE REVOLUTION TO THE PEACE WITH GREAT BRITAIN. 1776 TO 1783.

THE summary character of this sketch confines us so much to general outlines that it is impossible to detail the numerous political events in Maryland, and especially in Baltimore-Town, from the origin of the discontent with the mother country, relative to taxation, to the period of the actual outbreak of the war. It must suffice to say that the Baltimoreans not only understood their rights as well as their interests, but were quite resolved to maintain them whenever required, in spite of the opinions of a few loyalists who were willing to abide by power and its oppressions. The Stamps and the Teas, it is true, were sent to Annapolis, and the forcible opposition to their introduction or use occurred in the political and commercial capital of the Province; but, doubtless, had the occasion arisen in Baltimore, its people would have been as stern and decided as the Annapolitans in their destruction of the obnoxious herb, and the vessels that brought it. When the news came from Boston, in 1774, that its port had been closed, a Baltimore Committee, to correspond with neighboring colonies, was promptly appointed by a public and very patriotic assemblage of the best citizens. The ablest men of character, property and influence were put upon it. Resolves against importation were passed; words of cordial support were sent to the Massachusetts men, and collections were made for the distressed Bostonians. Military companies were formed and supplied, and plans devised to obtain reliable arms and abundant ammunition. The zeal of the people was manifested in their outspoken earnestness. Timid or lukewarm townsmen were marked, and so were all importations; nor were strangers allowed to visit or sojourn among our people without examination into their characters and purposes. These inspections were rigidly observed by the Committee, and many persons were ordered away or required to give security for their behavior. A clergyman, who declared that:—"all persons who mustered were guilty of treason; and that they who had sworn allegiance and now

took up arms were guilty of perjury,"—was summoned before this popular tribunal, and,—being informed that "such declarations were calculated to defeat the measures recommended for *the preservation of America and her Liberties*, and that it was, therefore, the Committee's duty to take notice of persons guilty of such offences," promptly made the apology required, and was dismissed with its acceptance. An imprudent letter from Mr. James Christie, a merchant, to a relative of his in the British service, was intercepted, and caused his arrest. He was personally protected from violence, but the convention at Annapolis fined him £500 sterling, and ordered him to leave the Province. A Captain Button was gently reprimanded, as a mild warning to super-zealous royalists; while Mr. James Dalglieish, who had been somewhat intoxicated, it seems, when he repeatedly denounced the American movement, thought it best to decamp from Baltimore and was never heard of afterwards. The popular Committee, appointed by the townsmen on the 12th of November, 1774,—the Revolutionary Fathers, in fact, of Baltimore,—were Samuel Purviance, Jr., Robert Alexander, Andrew Buchanan, D. John Boyd, John Moale, Jeremiah Townly Chase, William Buchanan and William Lux. No record of Baltimore's history, no matter how brief, would be complete without the mention of these honored, aged, patriotic men, whose descendants still survive and are respected in our city of eighteen hundred and seventy. These gentlemen,—with Messrs. William and John Smith, Thomas Harrison and Robert Christie, Sen.,—had been previously appointed a Committee of Correspondence, on the 31st of May, 1774, at a called "meeting of the freeholders and gentlemen of Baltimore County," held at the Court House; but the Committee named, on 12th of November of the same year, seems,—(with but one exception,)—to have been the effective administrators of the town and its vicinity, under the chairmanship of Samuel Purviance, Jr., whose ample correspondence shows that he was as bold, staunch and self-sacrificing in the cause as any merchant in the land at that dangerous period. His daring effort to arrest the Proprietary Governor Eden, previous to that functionary's departure for England,—(disapproved as it was by the Convention of delegates from the counties of Maryland, which had been formed and was sitting at Annapolis,)—shows the zeal with which he was ready to imperil himself, for what he considered the welfare of Maryland. The Provincial Convention, in August, 1775, declared, "in the name of the inhabitants, that they would, to the utmost of their power, prosecute and support the then opposition carrying on, as well by arms as by the Continental Association." It provided for regular elections

of its members in succession, as well as of Committee men, by the "freeholders of each county and other freemen having a visible estate of £40 sterling, or qualified to vote for burgesses." Baltimore County and Town were allowed to send five Delegates and to have thirty-seven Committee men, whose *powers extended* to the *general police* and *government of the county;* while the county, itself, was *directed* to furnish five of the forty companies of active *minutemen.* Before this, nay, even before the battle of Lexington, on the 19th of April, Baltimore-Town had formed several companies of each description of arms, and made every exertion to procure ammunition. Among others, General Buchanan, Lieutenant of the County, distinguished himself and took command of a company of gentlemen of riper years; while a company of their sons and younger companions, armed and equipped themselves in rich scarlet uniforms, under the orders of Captain Gist, who afterwards became well known as the General Mordecai Gist of the Revolutionary Army. Many vessels, returning home, were searched and stripped of their arms and ammunition.

As soon as the Annapolis Convention spoke out in August, several gentlemen volunteered, and joined the army before Boston, among whom were Richard Carey, David Hopkins, and James McHenry,—subsequently a soldier of the war, a member of Washington's Staff, and finally, one of his Cabinet, while President.

The five Delegates to the Convention and the thirty-seven Committee men, were, of course, duly elected. Purviance, Lux, Chase, Alexander and Boyd, were appointed to superintend the trade and importation of arms; while Moale, Harrison, Calhoun, Sollers, Aisquith, Ridgely and John Eager Howard, were empowered to license lawsuits, in order to prevent the abuse of the legal processes which the disaffected might attempt.

It was about this time that the Water Battery on Whetstone Point,—before mentioned,—was planned by Mr. James Alcock, and begun under the superintendence of Messrs. Griest, Griffith and Loudenslager, while Captain N. Smith was put in command of the artillery stationed at that post. The chain was soon stretched, afloat, over the narrow strait, whose channel was additionally impeded by sunken vessels. Men were enlisted in Baltimore by Samuel Smith, Mordecai Gist, David Plunkett, Brian Philpot and William Ridgely, who held commissions in a regiment of which Smallwood, the future General, was Colonel. The Bermudian sloop Hornet, the State's ship Defence, the Lexington, and the Andrea Doria, commanded by the brave and well known Joshua Barney, were put into service; the Nicholsons, also, took service in this little navy that was preparing; and so the

Town and Province united cordially in preparations for offence and defence in the impending war. Never, with but few exceptions, could a people have been more decided,—both natives and Europeans uniting cordially in condemnation of Parliamentary taxation. Still, it was hoped by almost every one, that wiser counsels would prevail, and that the "*rights* of America" might be secured from a more enlightened Ministry and British Legislature, without resorting to an armed conflict for absolute and national independence. But, so mild an end of the quarrel was not in store for America. The die was, at length, cast; and the Declaration of Independence was made by the Congress, in July, 1776; finally signed by nearly all the delegates in that month and the next,—and approved by the various delegations sitting at the capitals of the colonies. Its promulgation was the signal for the departure of the "Loyalists;" and Baltimore afforded her faithless quota, in which we find the name of Robert Alexander, who had once been a delegate to the Convention and *even to the Congress;* of Daniel Chamier, who had been Sheriff of the County; of Doctors Henry Stevenson and Patrick Kennedy, the former of whom had built a splendid mansion and laid out superb grounds and gardens on the hills near the Falls, in the rear of the jail, and whose house still remained standing a short time ago; of Mr. James Somerville, a respectable merchant, and several others, who, in retiring from Maryland, determined that, if they could not join their townsmen in the dispute, they would not oppose them by violence. Some, it is said, ended their lives in obscurity, and perhaps in poverty, abroad, while others took opportunities, during the war, to render kindly services to the soldiers of liberty, who fell into the hands of the British. A very few returned after the peace, and remained in Baltimore or the State.

The history of the Town and of the Province during the Revolutionary war is a part of our national history, and its events and heroes are so well recorded in the books and memories of our people, that it is perhaps unnecessary in this rapid sketch to recount the local occurrences of the seven years' struggle and trial. The student who desires fuller details of transactions in the Town, at that period, will be amply rewarded by the "Narrative of events which occurred in Baltimore-Town during the Revolutionary war," published in 1849, by the late Mr. Robert Purviance, an accomplished merchant of this city, nephew of Samuel Purviance, Jr., the celebrated Chairman of the Baltimore Committee, during the war, and who compiled this valuable work from the original papers, journals and correspondence of

the Committee and of his uncle, who, in 1788, fell a victim to the Indians while attempting to descend the Ohio.

Our town's people, meanwhile rested quiet under all the discomforts and self-denials of war. Having no importations, and no manufactures but rough "homespun" woollens and coarsest linens, they were often at a loss for clothing, and, of course, made no attempts at display. They had no luxuries and few amusements. There may have been a "ball" or an "assembly" tolerated from time to time, when good news came from the battle-field. Now and then, a few contraband ounces of the "infamous tea," may have been smuggled into a private house, and consumed by even the patriotic and tea-loving dames, out of a "*coffee*-pot," but never out of a tea-pot! "However difficult," said the Baltimore Committee, "may be the disuse of an article which custom has rendered familiar and almost necessary, yet we hope *the ladies* will cheerfully acquiesce in this self-denial, and thereby evince to the world a love of their friends, their posterity and the country!"

Theatres were absolutely forbidden; and, as a glimpse of the times, we cannot help presenting the reader a sample of the female feeling of the Colony, in a petition to the authorities for the performance of a play during these days of peril. It is an old manuscript of the time, and thus quaintly sets forth the wishes of the "ladies of quality" of that day:—

"Mr. Thomas Wall, having solicited several Ladies of this City,* that they would intercede with the executive Power to grant him Permission to exhibit Theatrical Performances: We whose Names are subjoined, Impelled by motives of Humanity for his distressed Family, and the pleasurable Improvement resulting from said Rational Entertainments, have thought proper to gratify his request; and therefore respectfully desire the Governor and Council to grant him License for that purpose. The Calamities of War, have in a great Measure Secluded the Fair-Sex from any Participation in Public Amusements, and whilst the Gentlemen have frequent opportunities of enlarging their social Intercourse, over an Exhilarating Bottle, the Ladies are frequently consigned to Solitude and Oblivion. Affected Sagacity, with formal Saws and Solemn Phiz, may incline to treat this Application with Cynical Reprehension, but from the known Urbanity of his Excellency and the other Honorable Members, it is expected to meet with less Contemptuous Treatment. No Salique Law has hitherto excluded the influence of

* Annapolis.

Female Solicitation in a refined Society, and every Generous son of Liberty must wish to promote whatever may contribute to the Happiness of the zealous Daughters of Freedom."

Here follow the names of Mrs. Carroll, of Carrollton, Mrs. Brice, and forty-one other leading ladies of Maryland; while their earnest appeal to the authorities is backed by another, to the same effect, from Charles Carroll of Carrollton, Samuel Chase, and forty-seven of the principal men of the district. How the petition fared we do not know; but certain it is that Lafayette, on his way to Virginia during the war, in 1781, was entertained at a ball, where, with all his courtesy and address, he could not hide the sadness and anxiety which must then have oppressed every responsible officer of the army. His demeanor was noticed, and became the source of a patriotic outburst of the very women who "longed a little" for an occasional play, or dance, or sip of the "herb that cheers but not inebriates." The gallant Frenchman told his questioners that he could not enjoy the gaiety of the scene whilst his poor soldiers were without clothes; ragged, and destitute of even the necessaries for a campaign. "We will supply them!" exclaimed the patriotic women; and next day, the ball-room and fan were exchanged for the work-room and needle, and, in a short time, the clothing was made by these Baltimore belles of 1781, out of materials furnished by their fathers and husbands. Lafayette never forgot the occasion; and never did he neglect a Baltimorean in after life. When he visited this city in 1824, he recurred to the event we have mentioned, and affectionately inquired for his "friend, the patriotic commissary, David Poe," who, out of his own limited means, had supplied him with five hundred dollars to aid in clothing the Continental troops, while his excellent wife, without aid from other hands, had cut out five hundred pairs of pantaloons, and superintended their making, for the suffering soldiers!

Such were the times and the temper of all classes and both sexes in Baltimore-Town. Living was difficult, expensive, and dangerous. But the place was, nevertheless, alluring, and in spite of the war, the exposure, and the necessity of surrendering even one's blankets for the soldiers in the field, it seems to have attracted settlers in considerable numbers.

In 1778, all foreign fabrics had become so scarce or costly that many factories which had been prohibited in the colony were established for the making of necessary articles, either in or near the Town. There were a linen factory, a bleaching yard, a paper mill, a slitting mill, a cord factory, a nail factory, and a linen and woollen

factory. Before the war, vessels, as we said, had to enter and clear at Annapolis; but, in 1780, a Custom House was established here, and Thomas Sollers, the naval officer, authorized to grant registers for vessels. In May, during a single week, one brig from France, and one ship, three brigs and five schooners from the West Indies, took advantage of this arrangement and came to our wharves. There was, of course, vast difficulty as to exchange and currency: yet, out of fifty-six debtors to British merchants, who paid their debts into the treasury of the new "State" in depreciated money, there were but four or five residents of Baltimore-Town or county. In 1782, a line of stage coaches,—(afterwards extended to Alexandria,)—was established between Baltimore and Philadelphia,—our Town at that date containing eight thousand inhabitants and eight places of worship.

During the very heat of the war, twenty gentlemen came to Baltimore as residents, among whom we find the names of Curzon, Patterson, Gilmor, Torrence, Boyd, Levering, Payson, Frick, Williams, Diffenderffer, Rayborg, Leypold, Heide, Shultze and Schaffer, all of whom at once engaged in active business, as far as then practicable, and, at the close of the war, were foremost in developing the liberated commerce and industry of the Town.

The suspension of hostilities with Great Britain was joyously celebrated by an illumination on the night of the 21st of April, 1783. It was not only a rejoicing for release from war and for liberty and independence, but of anticipated prosperity arising from freedom, personal, agricultural and commercial; and, in truth, it is from this period that Baltimore may date a material progress unexampled in the history of American cities. Renewed attention to Baltimore-Town, as a seat of trade, followed the cessation of active warfare and the prospect of peace. Many merchants from other States and from Europe settled here, and in 1782, the streets were begun to be paved, especially the main, or Market street, which in spring and fall was generally impassable from Gay to the Falls. Sidewalks were laid, and the width of the cellar doors and of the old-fashioned porches of front doors limited, so that the burghers could not take up too much space allowed for pedestrians, while enjoying their evening chat or pipe before their dwellings. Wharves, too, were built, and laws made to guard the streets from nuisances, and the harbor from street drainage; while the streets themselves were only to be used by vehicles of a certain breadth of wheel. To defray these expenses an auction tax was laid on the sales of the only auctioneer in this town;—a tax was also imposed on public exhibitions and on assessed property: and, that common panacea,—an annual *lottery*,—was authorized

to bring up the arrears of deficiencies in municipal expenses. The Executive of this system was a Board of Commissioners with ample powers to aid the Town Commissioners; so that the new board,—in fact the first "Civic Fathers" of Baltimore,—composed of William Spear, James Sterrett, Engelhardt Yeiser, George Lindenberger, Jesse Hollingsworth, Thos. Elliott and Peter Hoffman,—was made a sort of body politic and corporate, authorized to fill their own vacancies, appoint a Treasurer, collect fines for the use of the Town, appoint Constables, and to report their accounts to the Town Commissioners. At the ensuing session of the Legislature, it was thought that the powers thus conferred on a self-appointing and irresponsible body were too extensive; and, accordingly, provision was made for the removal of the first set, and the selection of others, every five years, by *elected electors*. In recording these primordial city foundations, it is due to the memory of our excellent ancestry in town-government, to record the names of William Smith, John Moale, Richard Ridgely, Daniel Bowly, Hercules Courtenay and John Sterrett, who then filled the important function of Town Commissioners of Baltimore. In 1783, the year of the peace, Samuel Smith, Samuel Purviance, Daniel Bowly, John Sterrett, Thomas Russell, Richard Ridgely, Robert Henderson, Thomas Elliott and William Patterson, were appointed Wardens of the Port of Baltimore, for five years, to be renewed by selection of the electors of the Special Commissioners every five years in succession. Of this body Mr. Purviance was chosen Chairman. Measures were also taken to make a survey and chart of the basin, harbor and Patapsco river; to ascertain the depth and course of the channel, and provide for keeping it clear, while a penny *per ton* was imposed on every vessel clearing or entering, to defray the expenses. This impost was raised to two cents, and sanctioned by Congress, after the adoption of the Constitution of the United States. The Wardens were also empowered to make rules as to wharfage and wharves and their repair; there being then, it is said, no "private wharves" extending over *two hundred feet*, except those of Messrs. Spear, Smith and Buchanan; so that the space occupied by water, at that time, was perhaps double the surface of the present docks and basin. John and Andrew Ellicott owned the water-lot, and built an extended wharf on Light street, to make which highway they used the sediment of the basin, which they extracted by a *drag* drawn by horses. This primitive and rude process preceded the iron scoops applied by a windlass, which were afterwards used by these gentlemen for the same purpose, and were the simple mud-machines of our ancestors.

A company, chiefly composed of Baltimoreans was very soon formed and incorporated to make a canal on the Susquehanna, and in the year 1799, another corporation was created to unite the waters of the Chesapeake and Delaware by the same means. The intercourse with "the western country," too, was not neglected, for the value of the West was already known, and its virgin lands and mineral wealth coveted. This intercourse was promoted by roads through Frederick and Hagerstown and onward to the Monongahela and Ohio, while regular lines of stages were established and began to ply betwixt Baltimore and Frederick, and Annapolis. "The news" was more eagerly sought for than ever, and the want was supplied by a new gazette issued by Mr. John Hayes, who commenced the publication of his "Maryland Gazette." An attempt to establish a bank failed; but a better project—to light the streets—succeeded, as well as the plan of a day-police and a night-watch to guard the villagers while they slept. Our 8,000 townsmen of that day were, however, so exemplary in their demeanor, both in daylight and darkness, that but three constables were required for hours of business and but fourteen watchmen for the night! We have advanced in civilization and numbers since then!

The greater part of the Baltimoreans who went to the wars and held commissions returned as permanent residents to the town, and were soon followed by such persons as General Otho Holland Williams, Colonel Ramsay, Colonel McHenry, General Swann, Colonel Bankson, the Tilghmans, Strickers, Clemms, Ballards and Harrises from other parts of the new State, or from other States, while the number of absolute settlers was largely augumented from France, Germany, Holland and even England. The principal emigrants from Europe were such men as Zacharie, Pascault, Monbois, Latil, Delaporte, Dumeste, and Paul Bentalou, in whose arms the brave Pulaski died after the siege of Savannah. A few years after, these well remembered merchants were succeeded by another influx of Europeans, the most prominent of whom were Messonier, Valck, Carrère, Labes, Mayer, Oliver, Schroeder, Brantz, Caton, Coopman, Seekamp, Ghequere, Von Kapff, Brune and other intelligent and thoroughly educated merchants, who were well known in the commercial circles of our town during its greatest prosperity in foreign trade. In fact,—what with enterprising men, public improvements, increased capital, a desire to open and extend domestic as well as foreign intercourse, and the establishment of an efficient civic apparatus,—the town began distinctly to assume the air of an important mart. Nothing indicates the multiplication of consumers so com-

pletely as a difficulty of supplying conveniently and abundantly all the mouths that are to be fed. Up to this period the old and single market house had sufficed for Baltimore, but now the inhabitants of Old Town and of Fell's Point,—those on Howard's Hill,—and those in the centre of the settlements, began to dispute about the site of enlarged accommodations for the traffic in provisions. It was soon seen that one market would no longer satisfy the three widely separated classes of population; and it was, therefore, wisely resolved that *each* should be accommodated. In early times it had been intended to get rid of "the Marsh" on Mr. Harrison's property at the junction of Harrison and Baltimore streets, by thoroughly excavating it so as to form a Dock connecting with the Basin and extending the whole distance thence to our principal street. This scheme was now abandoned, and the site of our present Maryland Institute was devoted to one of the three market houses, which was, accordingly, built thereon, and, for so many years bore the name of "the Marsh" or "Centre Market." Meanwhile the people of Fell's Point proceeded to erect a market for the Point on a space appropriated therefor by Mr. Fell, holding their markets on Tuesdays and Fridays; while the dwellers on "Howard's Hill" built the third on the northwest corner of Camden and Hanover streets, opening it for traffic on Mondays and Thursdays;—Wednesdays and Saturdays being devoted to the "Marsh." Thus the dispute was settled; though our subsequent wants demanded the erection, in 1803, of our renowned "Lexington Market," for the benefit of the Western Precincts, and, another for the Eastern Precincts, authorized in 1807, on ground given by Colonel Rogers, which, however, was not erected until 1819.

The description previously given of the town's topography in the middle of the eighteenth century, showed that the land in the neighborhood of the Falls, which then nearly touched the "Monument Square" of our day, in the "horsehoe bend" we described, was high and precipitous, affording steep banks for the curbing of that wayward stream. In truth, the bed of Monument Square, at that time, must have been quite twenty-five or thirty feet higher than its level in 1870. In the centre of that Square, about the spot where the Battle Monument now stands, the Baltimore County Court House had been built on the bluff overlooking the Falls. It was of two stories, built of brick, and tapered off in the centre of its roof with a tall lookout and spire, terminated with "a weather-cock and the points of the compass."

The improvement of the town made it necessary to open Calvert

street northwardly from the water, and accordingly measures were taken to effect this desirable change. But the Court House stood in the midst of the projected highway, and seemed too valuable an edifice to be destroyed for the opening of even so important a street. To do the thing, and yet to save the building, was the problem. It was solved by an ingenious mechanic of Baltimore, who engaged with the Town Council to remove twenty feet of earth from beneath the foundation of the Court House, and to support it by an archway and buttresses. The original of the subscription list of our townsmen, now before us as we write, is dated on the 21st of September, 1784, and provides for payment of the sums set against their names respectively, for the projected "underpinning." The Smiths, Boyds, McHenrys, Moales, Hoffmans, Bowlys and thirty-four other public spirited men subscribed various amounts, from £125 to £7 each, unconditionally, there being limitations expressed only by Colonel Howard, who required that the street should not be "extended so as to run through his grounds west of Jones's Falls;"—by Griffith Hall and Lemmon, that the streets "should be extended eight hundred feet across the "Meadow;"—and, Alexander and Andrew Robinson, that "Calvert street should not be prolonged so as to intersect the Conewago Road." The entire subscription was liberal, amounting to between six and seven hundred pounds sterling.

The plan of Mr. Leonard Harbaugh was adopted, and carried into effect,—bold and reckless as the project seemed; and, until our modern Court House was erected, on its present site, the old one served all the purposes of County justice, "perched, as it was, on a stool," with the whipping-post, pillory, and stocks, in front of the archway, as perpetual warnings of their fate to all the idlers and petty malefactors of the vicinage. The Jail, of those days, stood higher up on the hills, about the site of the granite Record office, while the Powder House was in the declivity east of the Court House, and near the original bed of the Falls, at the southeast corner of our Square and Lexington street, with a small wharf in front of it, to which boats from the shipping came for powder during the war. The water was quite deep, and we have heard an "old inhabitant" assert it was there that he learned to swim, and often dived from the banks in front of this edifice. The low swampy flat, embraced by the horseshoe curve of the Falls in this neighborhood, was called "Steiger's Meadow,"—the name it was commonly known by to a very late period; while, on the heights above the stream and flats, were the Old German Church, and "Old" St. Paul's,—a wooden, barn-like structure,

on Charles street;—and the Roman Catholic chapel on Saratoga, taken down to make way for Calvert Hall, since used by the Redemptorists.

The First Presbyterian Church stood on a cliff east of the Square, and of which it was a continuation, and so remained after rebuilding, on its original high ground, until it was sold, within a few years, to the U. S. Government, for public purposes.

When the Old Court House was taken down, many years afterwards, gentlemen who had erected fine residences around it, fearing that the site might be re-occupied by an unsightly building, memorialized the Legislature for leave to raise $100,000 for a monument to the memory of Washington. This was the origin of the present Washington's Monument, built, however, on land granted for the purpose by Washington's friend and fellow-soldier, Colonel John Eager Howard, and not, as originally proposed, in the Square. It seems that when the dwellers in that neighborhood reflected on the risks incurred from having so tall and isolated a column near their houses, and moreover, that, if not built with rock-like staunchness, it might, some day, fall down and crush them, or, that the lightnings of heaven might be attracted, by the bare monument, from passing thunder-storms,—they preferred to leave the Square a vacant space, until it was adorned with the shorter and less dangerous shaft raised by our townsmen in memory of their defenders in the second war against Great Britain. The erection of these "fine dwellings" near the future Square, attests the removal of the principal merchants and traders from Fell's Point, where, up to, and even beyond, the period of the Revolution, most of them had dwelt, as most convenient for their interests and business. Indeed, we remember perfectly, it was long afterwards that our fathers could be persuaded to abandon Camden, Conway, Barré, Hanover, South Charles and Water streets, and all the best vicinities of the Basin, or the Patapsco, and *begin*, even, to believe in the upper parts of Baltimore as suitable for trade or dwellings. The men of those days, on arriving at the Town, used to land at "The Point," and were entertained in some of its comfortable homesteads, among the hospitable gentlefolks to whom they were introduced by correspondence, until able to obtain dwelling houses or lodgings for themselves and families elsewhere in this *conglomerate* of settlements. Between town and point there was a vast space, with few houses,—and mostly covered with corn fields or forest trees; so that,—(on a sort of waste-land,)—the original theatre of Hallam & Henry was built on a common, beyond what was afterwards known as "the Causeway,"—which was long infamous for its

vile inhabitants and sailor-brawls. At that time, the waters of the basin flowed up to this notorious causeway, close to the brewery, known as "Claggett's," on Pratt street; while, on its banks, as well as in the Marsh below the market, multitudes of blackbirds, snipe and other water-fowl, were shot by the sportsmen of that day. The roads between the two sides of the Falls to Water street at Frederick, was then so frequently overflowed as to require two or three long bridgings to cross the swash made by the tide. At the foot of Gay street, within fifty yards of Lombard street, the waters of the Patapsco rippled on a sandy margin, and there was little interruption to the original shore line from thence to the commencement of Commerce street and the foot of South street,—(which was then at the present line of Lombard,)—and so on to Light street, and southwardly to the "City Spring," still existing not long since, on South Charles street near Camden. Thence the shores curved to the foot of Federal Hill at "Hughes's Quay." We have known eminent merchants,—dead within only a few years,—who, as boys, "*crabbed*," with a forked stick, the whole of this distance, and whose parents embarked for Europe, in 1782, at a little dock which came up to Exchange Place, within thirty feet of its present southern limit!

In those days, Market street (now Baltimore,) extended westward, beyond the Old Congress Hall, between Sharp and Liberty streets, from Gay and Frederick streets, where the Alarm-bell and Watch House were built. The Assembly room, over the "Old Market," at the corner of Gay, was frequented by all the fashion of the town and neighboring gentry during the season of winter festivity; while the country people who came to traffic, finding the market accommodations inadequate, lined both sides of Gay street with their wagons, while others occupied, with stands, the sidewalks on Market street, which, up to this time, had remained entirely unpaved. We remember to have heard from an eye-witness that, when the Army passed through Baltimore in 1781, he saw a mounted soldier nearly swamped, opposite to North street, in a deep mud-hole from which the rider and his horse were with difficulty extracted. But, after the paving of Market street, there were no more pitfalls; and the improvements, on both sides of the main highway, went on with such rapidity that we seldom found old citizens able to give us the exact chronology of edifices as they fell before the modern rage for building. It is certain, however, that there were not many brick houses erected at a very early day; our quiet ancestors being contented with wood, until, after the Revolution, when the increase of means, from an emancipated industry and commerce, made the trading community rivals

of the aristocratic landholders who dwelt on their estates, deriving ample incomes from plantations or rentals.

In those days the bold heights north of Franklin street and on the lines of Charles and Calvert streets, were still covered by a thick forest, and formed part of "Belvidere,"—the seat of Colonel John Eager Howard. This beautiful domain was then popularly known as "The Park," or, "Howard's Park;" and, indeed, is so designated even now, though the forest is gone, the hills have subsided into streets, and what was woodland is covered with costly dwellings. It was on the upper hills of this Park where, it is said, there was a spacious lawn, that the townsfolk repaired to show themselves whenever the alarm was given that "British Barges were ascending the river towards the town." The intention of this parade, it is said, was to *intimidate* the assailants by the display of their numbers and preparation. We do not know whether this Chinese system of defensive warfare ever availed our worthy ancestors in frightening the enemy; but it is within our own distinct recollection that "Howard's Park" was, many years after the Revolutionary War, the favorite resort of all our military people,—volunteers and militia,—on "Washington's Birthday" and the "Fourth of July;" and that thither they went,—in full array and grand processions, which were the delight of our boyhood,—to listen to the reading of "Washington's Farewell Address," "the Declaration of Independence," and an appropriate Oration from the favorite speaker of the day. We remember, too, that independently of its resort as a place of holiday display, Howard's Park was the elysium of school boys, as a free range for their sports, when boys were less numerous and perhaps less demonstrative than at present;—nor are we unmindful of the tender recollection, that many of the gray-haired grandsires and grandmothers of the rising generation, were there accustomed, on Saturday afternoons, to have their first meetings and lover-like walks,—many of which doubtless terminated in that longer march of life, in which they have gone down to the present time, hand in hand, with the fair companions of their boyhood.*

Such was the physical aspect of Baltimore, in the memory of an old man, soon after the peace with Great Britain.

The late John P. Kennedy, in an article written for a privately printed book, has given so graphic a picture of the village while

* The Park was, also, the scene of less agreeable occurrences,—several duels having been fought there by the Hotspurs of the early time. Mr. David Sterrett, we have heard, was shot in one of them by Mr. Hatfield, at a spot in the woods near the present corner of Charles and Madison street, north of Washington's Monument.

merging into a metropolis after the Revolution, that the reader of these sketches will be best instructed as to the society of that day by the transfer to our pages of his excellent description.

"It was a treat," says he, "for our ancestors to look upon this little Baltimore-Town, springing forward with such elastic bound to be something of note in the Great Republic. * * Market street had shot like a snake out of a toy-box, up as high as 'Congress Hall,' with its variegated range of low-browed, hip-roofed, wooden houses, standing forward and back, out of line, like an ill dressed regiment. Some houses were painted blue, some yellow, some white, and here and there a more pretending mansion of brick, with windows after the pattern of a multiplication table, square and many-paned, and great wastes of wall between the stories; some with court yards in front, and trees in whose shade truant boys and ragged negroes 'skyed coppers' and played marbles.

"This avenue was enlivened with matrons and damsels; some with looped skirts, some in brocade, luxuriantly displayed over hoops, with comely bodices supported by stays disclosing perilous waists, and with sleeves that clung to the arm as far as the elbow, where they were lost in ruffles that stood off like feathers on a bantam. And then such faces!—so rosy, spirited and sharp;—with the hair drawn over a cushion,—tight enough to lift the eye-brows into a rounder curve, giving a pungent, supercilious expression to the countenance;—and curls that fell in 'cataracts' upon the shoulders. Then, they stepped away with such a mincing gait, in shoes of many colors with formidable points at the toes, and high tottering heels delicately cut in wood, and in towering, peaked hats, garnished with feathers that swayed aristocratically backward and forward at each step, as if they took pride in the stately pace of the wearer.

"In the train of these goodly groups came the gallants who upheld the chivalry of the age;—cavaliers of the old school, full of starch and powder; most of them the iron gentlemen of the Revolution, with leather faces—old campaigners, renowned for long stories,—not long enough from the camp to lose their military *brusquerie* and dare-devil swagger; proper roystering blades who had not long ago got out of harness and begun to affect the elegancies of civil life; * * * all in three-cornered cocked-hats, and powdered hair and cues, and light colored coats with narrow capes and long backs, and pockets on each hip, small clothes and striped stockings, shoes with great buckles, and long, steel watch chains suspending an agate seal, in the likeness of the old soundingboards above pulpits. * * * It was a sight worth seeing when one of these weather beaten gallants

accosted a lady. There was a bow which required the width of the pavement,—a scrape of the foot and the cane thrust with a flourish under the left arm and projecting behind in a parallel line with the cue. And, nothing could be more piquant than the lady's return of the salutation, in a curtsy that brought her with bridled chin and most winning glance, halfway to the ground!

"It was really comfortable to see a good, housewifely matron of that time, trudging through the town in bad weather, wrapped up in a great '*roquelaire*,' her arms thrust into a huge muff, and a tippet wound about her shoulders in as many folds as the serpent of Laocoon, a beaver hat close over her ears, and her feet shod in *pattens* that lifted her above all contact with mud and water, clanking on the sidewalks with the footfall of the spectre of the 'Bleeding Nun.'"

This picture of our great-grandfathers and great-grandmothers, from the clever pencil of our estimable townsman, has to our eyes, perhaps, a certain spice of wickedness and caricature; but will the Baltimoreans of ninety years hence be less entertained or surprised by the graphic delineations of the style and fashions of *Anno Domini* 1870, as displayed in the parlors and promenades of our modern metropolis?

How these respectable ancestors of ours fared for certain classes of servants, who were not *slaves*, may be curiously seen in the gazettes published about the time of the Revolution. It is known that it was the practice to send out yearly, from England to this country, at least five hundred convicts, who were sold as menials for various periods; but it is doubtful whether the readers of history have very adequate conceptions of the extent to which this system affected the condition and entered into the family arrangements of our forefathers. It will astonish students to discover the number of advertisements, relating to these convicts, to be found in the old newspapers, as well as to the class of "redemptioners," who entered into engagements to serve in payment for their transportation to America. Here is an example of this species of British merchandise, culled from the newspaper examinations of a friend:

"BALTIMORE, *November* 8, 1774.

"Just arrived, in the ship Neptune, Captain Lambert Wilkes, from London, a number of likely, healthy, *indented* servants; viz.: Tailors, butchers, barbers, masons, blacksmiths, tanners, carpenters, tinmen, *stay-makers*, *schoolmasters*, brass-founder, grooms, brickmaker, clothiers, clerks, sawyers, gardeners, scourer and dyer, watch and

clock makers, weavers, printer, silversmiths, biscuit bakers, several farmers and laborers, several women, viz.: *Spinsters*, mantua-makers, &c.:—whose Indentures are to be disposed of on reasonable terms by John Cornthwait, James Williamson, and the Captain on board." Immediately after this advertisement there is another, so singular as to be worthy of more permanent record in a notice of Baltimore:

"NOVEMBER 12, 1774: 'On board the Neptune,'—(the same vessel,)—lying at Baltimore,—I. Williams, late vintner in London, who has served as *valet de chambre* to several noblemen: his last place was that of Butler to his Grace the Duke of Bolton, and for these few years past kept a large tavern, but through honest principles surrendered his all, and was thereby reduced to bankruptcy. He shaves, dresses hair, is thorough master of the Wine-Trade and Tavern business; likewise understands brewing and cookery; would willingly engage with any Gentleman, Hair-Dresser or Tavernkeeper:—Also, a young man, *who has had a college education*, and whose principles will bear the strictest scrutiny, would be glad to engage as an usher, or private tutor in a gentleman's family:—*he can teach the Minuet, Cotillion*, &c., &c., and writes all the Law-hands. Any gentleman wanting such persons, by applying to the above ship within 14 days from the date hereof, will be treated with on the most reasonable terms."

It may be easily understood why these accomplished persons could not quit the good ship Neptune to seek employment for themselves!

BALTIMORE:

FROM THE PEACE IN 1783 TO 1820; INCLUDING THE PERIOD OF ITS GREATEST COMMERCIAL PROSPERITY DURING THE EUROPEAN WARS, AND NOTICES OF THE WAR WITH GREAT BRITAIN OF 1812.

THE spirit of enterprise that began to manifest itself during the war,—which was fostered by the influx of some capital and population,—by the success of privateers that carried on a lucrative trade with the West Indies in the swift sailing craft of the Chesapeake,—and by the central position of Baltimore,—at the core, as it were, of the confederacy,—was not destined to be immediately gratified by vast success when the war was over. Between the period of the cessation of hostilities and the absolute peace, as well as between the peace and the adoption of the United States Constitution, there were doubts and hesitancy as to the extension and security of trade. Immediately after the Revolution, and, in fact, from 1784 to 1787, the commerce of Baltimore was languid. The country,—still unconsolidated in absolute nationality,—was yet only a Confederacy of States, and came out of the war with a debt of forty-four millions of dollars, about eight millions of which were due to Holland and France. Congress solicited the States to raise revenues by duties, which they agreed accordingly to impose on some exports and imports, on condition of reciprocity among themselves;—three-fourths of the income to pass into the Federal treasury. The duties collected at Baltimore in the years between the peace and the adoption of the Constitution averaged, according to the best information accessible, about $200,000 per annum; and from this sum an estimate may be made of the commerce of our port. The languor during these years was attributed to the general depression of a nation emerging from war; to debt; to the small tonnage of our vessels; to adverse European policy; and to the want of capital,—that great sinew and seconder of all enterprise. Our shipping consisted principally of the smaller vessels, engaged in the West India trade, besides a few larger ones which were gradually constructing and beginning to partake in the carrying of produce to foreign markets. The staple productions of Mary-

land were then tobacco, corn, wheat and flour,—the tobacco trade being principally conducted by foreign agents, mostly with European capital, and largely in foreign shipping. This trade has always been of great importance to our State and Baltimore, and largely availed of by foreign States for the imposition of taxes on their own people. Before the Revolutionary war it was usual to ship tobacco for account of the planters, who received advances from the British agents at the "landings" on the Chesapeake, and who kept establishments, throughout the province, in the small towns on the rivers, as well as at the Inspection houses, where they had stores for the supply of planters. As soon as the war was over, the English merchants,—supplied with capital and familiar with the business,—resolved, if possible, not to lose a traffic that had been so profitable; and consequently they immediately attempted to resume the trade by extensive agencies at Annapolis, Upper Marlboro', Bladensburg, Elk Ridge Landing, and other convenient spots on the rivers,—Baltimore being still secondary in this commerce. Indeed, a great proportion of the Maryland staple which was consumed on the continent, especially in Holland and Germany,—under the sway and influence of British capital,—had to find its way to the ultimate markets in Europe, by way of England.

At this period, however, Baltimore began to be visited by many foreign ships, of other countries besides Great Britain. A large commercial establishment from Holland was formed and settled here in 1784, and made large purchases of tobacco for Dutch account and direct shipment. Other houses from Bremen and Hamburg followed the example about this period, and partook of the trade in a similar way, still carrying principally in foreign vessels; until, gradually, the Baltimore merchants themselves, with enlarged means, began to participate, for their own account,—building ships of considerable tonnage, to carry the staple abroad. Thus, by degrees the British became almost entirely excluded from the tobacco trade:—their various establishments, throughout the new State, declined very rapidly and finally vanished; and thus, as they disappeared, the tobacco and grain trades became concentrated at Baltimore, with but a small share left for Georgetown. The tobacco trade may, accordingly, be said to have been the stimulus, if not the foundation, of Baltimore's commerce, which had thus found the means of independent development, and was soon augmented by intercourse with the back country, as well as by those increased agricultural settlements, which, springing up in the counties, began to pour their cereals into the growing mart, and to require, in exchange, the pro-

ducts of Europe and the East, as well as the West Indies. According to the Gazetteer of 1786, there were entered in Baltimore during that year, 15 ships, 57 brigs, 160 sloops and schooners, as engaged in *foreign* commerce only.

The mode of raising the taxes necessary for public expenses had been *by poll*, or by heads of families, and by laborers according to their number; but this being changed by the constitution, the property, in the town and county of Baltimore, was assessed at the sum of £1,703,622, or at the relative rate of values at that time, $4,542,992; so that the State tax was $17,036, and the levy of the county for the next year (1786) was seven shillings per hundred dollars, or $15,991$\frac{60}{100}$. Mr. John O'Donnell arrived here from Canton, China, on the 9th of August, 1785, with a full Cargo of India goods, constituting the *first direct importation into* Baltimore, the value of which he realized in this town. Regular packets were established by Captain Joseph White and his associates, to ply between Baltimore and Norfolk; Virginia beginning then to take large portions of her supplies from this place through Georgetown and Norfolk. Better accommodations were needed for the craft plying on the bay and river, and Harrison's wharf was extended on each side of South street by Daniel Bowly, one of Harrison's executors, from whom it obtained the name of "Bowly's wharf," which it bears to this day. Pile driving machines were introduced to increase and improve the water frontage; and the private wharves, generally, were extended by such prudent merchants as Messrs. Purviance, McClure, the Hollingsworths, and William Smith.

There was at this time much agitation among our people on the subject of a Charter for the Town, including a Mayor's Court; yet, as the scheme, as proposed, left the citizens but little share in their own government, and reposed it, after the fashion of old institutions, in the hands of a few, it was wisely opposed, and consequently not pressed by the originators. The German Calvinists erected the old church at the East end of the bridge, which after passing into the hands of the Episcopalians, was sold and taken down some twenty or thirty years ago, while portions of the congregation erected another church on Conway street, under the care of Mr. Otterbein, which was called the Evangelical Reformed. The church at the bridge was sold to the Episcopalians in 1795, and it was soon after, that the society erected the church in Second street, which for so long a time sounded the hours for us from its "Town Clock," and only yielded to the march of civil improvement a short time since on the opening of Holliday, south of Baltimore street.

The "floods" from which our city has several times suffered, were known in its early history, and before it either rose to municipal honors, or had curbed the "Falls" with the walls and buildings which are now supposed to obstruct the free flow of the waters. On the 5th of October, 1786, there was a great "freshet;" "the tide," it was said, "being met by the current of the falls," and overflowing the Centre-Market Space and nearly all the made ground and wharves, carrying away all the bridges, destroying large quantities of property and merchandise, and drowning a citizen who attempted to ford the Falls below "Keller's dam," then existing near the present "Belvidere bridge." Market street bridge was rebuilt by Jacob Small, of wood, with a single arch of ninety feet span; but on the 24th of July, 1788, a terrific storm of wind and rain again *threatened* these frail structures, and actually injured many of the wharves in the harbor by the sudden overflow of our streams.

These recurring risks of inundation and loss seem to have caused one of those periodical spasms of prudence and good purposes which, on several occasions, have drawn the attention of our people to the troublesome water-course in our city's centre. Accordingly, they simply *raised the level of the existing wharves*, but did not touch the bridges until ten years afterwards; nor was it until ten years *more* had elapsed, that *stone* bridges of *two arches each* were erected at Gay and Market streets, and soon afterwards, another, also of stone and *of three arches*, at Pratt street. Nevertheless, on the 9th of August, 1817, another freshet swept off the wooden crossings at Bath and Water streets, drifting the *débris* against the bridges at Gay and Market and Pratt streets, and, of course, so damming the swollen stream that the stone structures were not only much injured, but the Centre Market and the lowlands of the "Meadow" and their vicinity, completely submerged.* These scenes of destructive overflow have been repeated by the stormy rise of Jones's Falls in 1817, 1837, and again in 1868; until our authorities, alarmed by losses, which, with each fresh deluge, increase from thousands to hundreds of thousands of dollars, have at last authorized the construction of an improved channel for the "Falls," which, it is hoped, will hereafter save the

* The 7th, 8th, and 9th of August, 1817, were remarkable for the unusual fall of rain, and consequent inundations, which extended on the Atlantic slopes of Pennsylvania, Maryland and Virginia. On the 8th at midnight the principal rain storm commenced, and continued with little intermission till about noon, falling sometimes in incredible torrents. The lower parts of the city were inundated nearly up to the second floors. Six and four-tenths inches of rain fell, as marked by the rain gauge. The inundation of 1868 flooded the market-house at the Institute to the height of about eight feet from the bed of the street.

city from floods, and restore the value of the "swamp" district, so distinctly marked on the old town map of 1756. Though somewhat out of chronological order, we have thought it fitting to group these five deluges of Baltimore in 1786, 1788, 1817, 1837, and 1868, for the convenience of those who are curious in the history of our city's sufferings from the vile sewer that cuts the town in two, discharging filth and sediment into the harbor, impairing the channels of our bay and river, and causing vast expense from the incessant digging out by machinery of what the worthless Falls as incessantly pours in.*

But, to return to our commercial history and to the regular train of our narrative.

Notwithstanding her failing grasp on her ancient colonies, Great Britain did not relax the harshness of her navigation laws or endeavor to recover by policy what she had lost by force. The British regulations for the fisheries on the banks of Newfoundland, and the closing of many West Indian ports, began to be felt severely by our people, so that societies were formed here, and in all the northern seaports, to consider the condition of affairs; some urging non-importation of British goods, others seeking the creation of a paper currency, others desiring to promote and protect domestic manufactures, while all, though in different degrees, appear to have admitted the necessity of strengthening the Federal unity and power of the frail, war-born Confederacy. A committee of correspondence was formed in Baltimore, consisting of Adam Fonerden, John Gray, and David Stodder, to devise means, by interchange of opinion and action with other States, for the promotion of American industry. It was acknowledged at once, that true independence was not secured until we became able to satisfy our national needs within the bounds of our own country, and by the recompensed labor of our own people; while it was generally believed that our affluent land contained all the elements of perfect success, requiring only time and an increased population to develop them.

No Companies had yet been chartered for insuring *marine* risks, but certain men of business prepared policies of that class which were subscribed to a large amount by merchants and others of responsible

* It should be recorded in a foot-note, that it was not until 1789 (a year after *one* of the freshets) *that a new channel was cut for the Falls from Bath to Gay street*, thus destroying the horseshoe bend of the stream already described. It is to be regretted that the straightening process was not more effectually done by competent engineers, at that early day when the borders of the Falls were still vacant, or comparatively worthless.

means. In 1787, the Baltimore *Fire* Company was incorporated, and followed by the Maryland, Equitable, and other companies; while the turnpikes to Washington, Frederick and Reisterstown were authorized, though not constructed for some time after. Baltimore (then Market) street was also extended beyond Col. Howard's addition on the west, and an unsuccessful attempt made to introduce water into the town by pipes. All these facts, dull as they seem at this distant day, display the interest with which our people were beginning to regard their town as a substantial mart. The main things still wanting, as in all new states and nations, just emancipated, were population and capital, as well as perfect independence and security from the mother country, which undoubtedly had her eyes yet fixed on America with a longing for the recovery of her trade, if not of her absolute dominion.

The amount of the tobacco crop of Maryland has always been fluctuating. Before the Revolutionary War it rose to 20,000 hogsheads yearly; at the end of the war it did not exceed ten thousand; since which it ascended, in 1860, to 51,000, and descended again in 1868, to 27,064, rising, in 1869, to 27,782; the recent fall and fluctuation being, of course, attributable to the conditions of labor in Maryland, under the disorders and results of civil war. In this early period of our trade, the Colonial Systems of the European powers were, of course, rigorously enforced, in all their possessions in the West Indies and elsewhere. Of course our careful merchants were obliged not to stimulate domestic production, for fear of running the agriculturists into excess, and consequent disappointment and debt. Accordingly, foreign trade became prudent, and the returns of Colonial produce scarcely sufficed for the consumption of the country; generally selling at extremely high rates; and a carrying trade—except in the staples—was, of course, out of the question. The export of flour from Baltimore was confined to the West Indies, where it was a prime necessity, and carried chiefly in American shipping of the smaller class. Wheat went in large quantities to Spain and Portugal, and, in one or two instances, while the ports were open, to Great Britain. Much of the European trade was conducted in foreign vessels; and Indian corn seems to have been extensively exported from Baltimore to Portugal in this way, as well as coastwise, to the Southern and Eastern States in our own craft. The importation of European manufactures was limited to the consumption of Maryland and the interior of the neighboring states; and, although the *general* and disastrous "credit system" did not yet exist, yet credits were in reality, already given as inducements

to the country dealers, from whom collections were finally made with difficulty, and often with large losses to European merchants, who were over-zealous in pushing their business. Even before the Revolutionary War, the agents of these English houses had established their connections in Fredericktown and the western parts of Maryland, and drove a thrifty trade with the rough hunter-pioneers of the country, bordering on the headwaters of the Potomac, the Alleghanies, and the Ohio river.

When the Federal Constitution was adopted and ratified in 1788, and we became in truth a nation, with well defined national powers fitting us to regulate trade and to maintain a common defence; and when the country's debt was funded; public and private confidence were increased, and the springs of commercial enterprise were again set in motion. The certificates of public debt, had, to that time, been selling at a fifth of their nominal value, but becoming at once worth *par*, and soon rising even beyond it, a large, active capital was forthwith created. This capital was naturally attracted to Baltimore, as evidently the true business centre of the Chesapeake and Potomac regions. Many vessels of large size were built here; though most of the larger shipping was constructed on the Eastern Shore of our Bay and on West river, on account of the greater quantity and better quality of the requisite materials. A simultaneous deficiency in the grain crops of Europe, caused a demand for Maryland wheat and flour, and made commerce therein extremely active; chiefly, however, in foreign bottoms, but of course bringing here a vast number of foreign ships.* It must be noted, too, that this was the epoch of the *first two voyages from* Baltimore *directly*, around the Cape of Good Hope to the Isle of France; and that *banking* first crept into Baltimore with the incorporation in 1790, of the Bank of Maryland, with a capital of $300,000;—an institution that long survived and flourished, but expired in a mob, caused by excitement of its defrauded creditors, in 1835. A branch of the Bank of the United States, in Baltimore, followed in 1792, and the Bank of Baltimore,

* Laws being passed by Congress to carry the Federal Constitution into effect, General Otho Holland Williams was appointed the *first* Collector of this Port, with Robert Purviance as Naval Officer, and Colonel Robert Ballard, Surveyor; and in 1789, a Society for the Promotion of the "Abolition of Slavery and the relief of Free Negroes," was organized, with Philip Rogers, President, and Joseph Townsend, Secretary; but meeting with opposition in 1792, it was discontinued, and the building they had erected on Sharp street for an African school was transferred to the colored people for their church, and by them improved by additions. Another project, called the Protection Society, in 1817, under the auspices of Elisha Tyson, was more successful in serving the African race, though not in abolishing slavery.

in 1795: but the mercantile increase of the town may be best judged from the list of its shipping, which, in 1790, comprised 27 ships, 31 brigs, 1 scow, 34 schooners, and 9 sloops, carrying in all 13,564 tons; while, according to the *first* census taken by the United States Government, the population amounted to 6,422 white males, 5,503 white females, 323 other free persons, 1,255 slaves; in all 13,503 individuals.*

The year 1793 was the epoch of the French Revolution, which was soon followed by the outbreak in the Island of San Domingo, which caused the foreign emigration to Baltimore already mentioned, and the influx of wealth and industry, directed into new channels of enterprise. A large proportion of this population, with their property, remained for many years in our town, while many of the cargoes brought by the French ships were sold here, though others were transhipped in American vessels. This, at once, created a considerable "carrying trade" which was subsequently maintained by us,—almost all of the Colonies of the belligerent European powers being thrown open to us, except the Spanish and British. The Islands required assorted cargoes, of which our staples formed an important share; so that being entirely cut off from the parent countries, they became dependent on the United States for European and East India manufactures. This trade we were eager to seize. Baltimore, from its southern situation, and swift sailers,—besides possessing the commodities most in demand,—speedily became the emporium of this colonial trade. The importations from Europe were vast; agencies and houses from all parts of the British Islands and the Continent settled in our town; the tobacco, and flour and corn trades flourished; the importation of German linens became an important branch of commerce for account of the manufacturers or merchants in Hamburg and Bremen; and ship building grew in proportion to the carrying trade, which now began to be largely supported by American capital and credit. Freights rose to £4.10 sterling, per hogshead of tobacco, while, before 1793, they had been but £2. Seamen's wages were $30 per month, and all mechanical labor increased in price proportionally, rendering the industrious

* Since 1783, many of the gentlemen who afterwards became prominent merchants of Baltimore had settled there permanently, and among them we may mention Hugh Thompson, Edward Ireland, William Lorman, Thomas Tenant, John Holmes, Joseph Thornburgh, Robert Miller, John Donnell, Luke Tiernan, Solomon Birkhead, Solomon Betts, James H. McCulloh, Stewart Brown, Leon Changeur, Henry Didier, A. McDonald, J. P. Pleasants, Barclay & McKean, James Corrie and James Armstrong.

part of our workmen extremely prosperous. This new blood of active wealth penetrated every branch of trade. Real estate, which previously was of little value, became productive,—representing *capital*,—and affording the basis of credit which, of course, was turned to advantage in commerce. While Baltimore engrossed the West Indian Colonial trade,—New England took advantage of the coasting trade and of that which went to the north of Europe, supplying the market in return, with the commodities of the Baltic, such as hemp, canvas, iron and tallow. The traffic of the New Englanders was not considered profitable to Baltimore; for though it took off our produce and thus helped our market, it caused an injurious drain of specie towards the Eastern States for the benefit of the East India trade of their merchants. But, Baltimore could spare the competition in this respect, as it had not sufficient capital for such long ventures, though it had the enterprise to embrace both trades. The town increased in people and prosperity. In time, new money facilities increased; healthy capital came with healthy trade; insurance offices were incorporated; and, while European imports were sold privately, West Indian produce was commonly disposed of in large quantities, if not in entire cargoes, at the great auction sales which became celebrated throughout the states as a "specialty" of Baltimore. Nor, should we forget in this enumeration of the material progress of Baltimore, that our merchants and intellectual men did not neglect their minds, nor the minds of their children, in this prosperous period; for it was in 1795, that they established the old Library Company, and under the influence of Bishop Carroll and Rev. Dr. Bend, made that splendid collection of the best works of the day and age, which, within a few years past, was merged, and is still preserved, in the collections of the Maryland Historical Society.

It was time for the town, thus grown flourishing, and cultivated, —the centre of a polished society, unsurpassed by its rival, Annapolis,—to assert its dignity, and to discard its village cognomen. Accordingly, in 1796, on the last day of the year, Baltimore was, by the General Assembly, declared of age, and became a CITY, after an adolescence and minority of sixty-seven years from the date of its birth on the "sixty acre lot" we long ago described. It had earned its manly emancipation by hard work, under provincial bondage and revolutionary war, followed up by prompt perception and use of advantages, the founders had secured in selecting its birthplace. In the six years from 1790, the town had "waxed, but never waned." In this year, Judge Jones, who resided at North Point, on the Patapsco, counted, in passing to Baltimore, no less than 109 ships, 162

brigs, 350 sloops and schooners, and 5,464 of the "bay craft," or small coasters, so well known in the traffic between the eastern and western shores of the Chesapeake. The shad, herring, oyster and other fisheries had grown to consequence, as may be judged from the large number of these smaller vessels. And, according to the published reports, the value of merchandise entered at our Custom-house for exportation from 1st October, 1790, to 1st October, 1791, was $1,690,930; same period in 1792, $1,781,861; in 1793, $2,092,660; in 1794, $3,456,421; in 1795, $4,421,924; making, in all, $13,444,796; while the exports from the whole State of Maryland for the same time were $20,026,126; showing that our City already exported two-thirds of the whole amount sent forward by the State. The tonnage of the State, reported soon after the adoption of the constitution, was 36,305 tons of registered and 7,976 tons of licensed and of enrolled vessels; but, in 1795, the former was 48,007 tons, and the latter, 24,470 tons; of which the proportion of the District of Columbia north of the Potomac was about one-seventh. So that, in five years only, the proportion of smaller vessels which, at the first period, had been less than one-fourth of the larger kind, had become equal to one-half of the increased tonnage, and afforded a conspicuous evidence of the great and growing importance of the Chesapeake Bay and its fringe of opulent tributaries.

In these years many efforts had been made to add institutions, societies and churches, some of which were successful while others miscarried. The project for an Exchange failed, but the wharves of Judge Chase, of Mr. Thomas Yates, of Cumberland Dugan, and Thomas McElderry, were successful; as was, also, the establishment of several Lodges of Free Masons, and of a company of mounted Volunteers, under Captains Plucket and Moore, and Samuel Hollingsworth; of Artillery, under Captain Stodder, and of Riflemen, under Captain Allen. In 1794, the site of a Hospital for the accommodation of strangers and seamen had been selected, and an Asylum for these purposes was, after some time, erected. The yellow fever raged here in that year, and in 1797 and 1799; recurring again in 1800, 1819, and 1820. The earlier epidemics were the most fatal, depriving the city of many valued citizens, and causing all who could escape from the town to fly to the adjoining country, which was exempt from the malady. There the more opulent of our merchants and professional men selected sites for villas on the surrounding hills, and erected many of the country residences which, in the march of the city northward and westward, are becoming gradually absorbed within our "limits of direct taxation." It should be

mentioned, too, it was at this period that the old fort, erected in preparation for the Revolutionary War on Whetstone Point, was repaired, and the "Star Fort" of brick erected, the ground being ceded to the United States, and the work called Fort McHenry, in honor of our Maryland Colonel, the Secretary of War. The demand abroad for our flour stimulated the "milling interests" of our city, and the abundant water-power on Jones's Falls was taken advantage of by the erection of a new mill within a mile of navigation, while Gwynn's Falls was also improved by a mill-race, with sufficient fall, in succession, for at least three mills, within three miles of the city's wharves. In consequence of these enterprises of the Penningtons, Ellicotts, Taggerts, Tysons, and Hollingsworths, the manufacture of flour was greatly increased, so that but little wheat, in bulk, was subsequently exported from our city. Messrs. Gartz and Leypold, some ten years before this, had erected a sugar refinery in Peace alley, on the east side of Hanover street, between Conway and Camden streets; while Mr. John Frederick Amelung came from Germany with a number of experienced glass manufacturers, and erected an extensive factory on the Monocacy, in Frederick county, whence, towards the close of the century, the works were removed, enlarged, and re-established on the south side of the Basin, at the foot of Federal Hill, under the auspices of Mr. John F. Friese, and, in later days, of the Bakers. In 1798, the property of the city, subject to taxation, was valued at £699,519, 9 shillings and 2 pence; and the revenue of the city from all sources, was $32,865.

Nor were spiritual matters neglected. The Presbyterians and the Baptists had erected new, or improved their first Churches. The Methodists, as early as 1784, procured from John Wesley, in England, the appointment of a "Superintendent," in the person of Dr. Thomas Coke; and, on Christmas day, the first great "conference" of that Society was held in Baltimore. Dr. Coke, assisted by other preachers who came with him, constituted a new Church; and, on the presentation of sixty preachers, conferred equal powers with his own on the Rev. Francis Asbury. During the following year the Society sold the original Church in Lovely lane, and built the one in Light street, which has just yielded place for a new highway in modern Baltimore, on the opening and continuation of German street, eastwardly, from Charles to South.

The Reverend Dr. John Carroll of the Roman Catholic Church, who, in the early part of the Revolution had, with Benjamin Franklin, Samuel Chase, and his nephew Charles Carroll of Carrollton, been employed by the Congress in a political mission to Canada,

was consecrated Bishop in England, and returned to America in 1790, to reside in Baltimore. The original Catholic Chapel on Saratoga street, has been already mentioned. In 1796, a small ecclesiastical edifice was built on Fell's Point, and, eleven years afterwards, succeeded by St. Patrick's, on the present Broadway. Other Roman Catholic Churches were erected as the demands of the increasing population, of that creed, required; and, among them, we may especially single out for its remarkable beauty, grace and symmetry, the Chapel of St. Mary, erected by Maximilian Godefroy, for the Society of St. Sulpice which had established a College for lay students, and a Seminary for theological studies, on the extensive grounds still owned and occupied by it, between Paca street and Pennsylvania avenue. It was not until 1806, that the foundations of the great Metropolitan Church, or Cathedral, were laid according to the designs of Mr. Benjamin H. B. Latrobe; the completion and consecration of which, however, in 1821, Dr. Carroll, who had become an Archbishop, did not live to witness.

The European governments were not slow in perceiving the avidity with which "Young America" threw herself into commerce, and took advantage of the political quarrels and wars which ensued from the French revolution. They were surprised, perhaps, to see that a nation of farmers, planters and traders, could so quickly transform itself into an energetic community of sailors and merchants. They saw that our peaceful neutrality was rapidly strengthening us in wealth, material power, and all the elements of national solidity which would soon make the new a formidable rival of the old world, at least on the sea. While they quarrelled, fought, failed to produce the necessaries of life, and destroyed each other's fleets and commerce, we rested quietly as observers of the conflict, both producing and carrying for any belligerent who wished to buy and had the ability to pay for his purchases. Each nation, however, while it was willing to receive from us, was unwilling that his enemies should be furnished; and hence the weapons with which they assailed our commerce, by real and "paper" blockades as well as by "Decrees and Orders in Council." But these, instead of alarming or deterring our seamen and merchants, stimulated them to seek means for their evasion. They were brave, bold and willing to incur personal and pecuniary risks. Baltimore, however, was peculiarly successful by reasons of the fleetness of her craft. The great inland navigation of the Chesapeake and its affluents, had, at an early colonial period, excited the rivalry of the people dwelling on

our waters in the construction of fast sailing vessels. The model of what was, at that day, known as the "Virginia Pilot Boat," was unsurpassed elsewhere in America, and not even approached in Europe. The schooners and brigs built in this style, and larger vessels erected on the same principles, and commanded by expert and daring masters, soon became the sovereigns of the West Indian trade, and even of some of the European traffics; so that, in the hands of intelligent merchants, they were the instruments of extraordinary enterprise and success. No one resource contributed so much to the rise of Baltimore as these "skimmers of the seas," and it is strange that their mould was for many years, unmatched outside of the Chesapeake Bay. The secret of the Maryland builders was in the construction of schooner-rigged craft, which would "lay their course" within four or four and a-half points of an adverse wind, while they made comparatively little lee-way; so that, when they got the "weather-gage," or "to windward" of pursuers, it was vain for vessels of any other construction or model to follow or chase them.

Baltimore's commerce in such vessels continued with uninterrupted success and profit from the outbreak of the European wars to the peace of 1801. The great trade of our city with San Domingo, and the West Indies generally, furnished a surplus of colonial merchandise, which was not commonly carried from the Islands to Europe, but concentrated here, to furnish, with our staples, cargoes for the various markets of England and the Continent. This, of course, employed an increased amount of shipping; and Baltimore became the regular *entrepot* between Europe and the West Indies.

Our town, at this epoch, began to participate in the East Indian trade. At the best period of the Batavian traffic, Baltimore came in for a considerable share. Several ships were engaged in the Bengal and Coromandel commerce; but it was late when attention was pointedly directed to China. The commerce with Canton from Baltimore never flourished, as there was much difficulty in disposing of the return cargoes; and, in this respect, the Northern States obtained, and long held the advantage over Baltimore, and will probably continue to hold it, until the direct importations of San Francisco, are poured into our city by the shortest line of railroad, about the fortieth degree of northern latitude! But, if we had no quantities of Indian or Chinese merchandise, European manufactures were accumulated in vast amounts; indeed Baltimore became the great American market for European goods: a single house paying $300,000 import duties, in one year, on German linens alone.

Unfortunately, however, this successful carrying trade, tempted our merchants to permit a system of long or liberal credits on sales of merchandise, creating a large, and sometimes fictitious paper capital, which was again employed in fresh enterprises. Still, every thing seemed adding to the wealth of the city, though it is not to be denied that some wild speculations and consequent losses occasionally embarrassed the prosperous march of our merchants. According to the *first* census, taken by the General Government, in 1790, the population of Baltimore *town*, of all descriptions, was 13,503; while the census of 1800, showed it to be 31,514; being an increase of 18,011; in ten years, demonstrating that the city had actually doubled its numbers in seven years and a half of this decade!

Yet it is not to be supposed that all these results were always serenely accomplished. The vessels of our merchants, swift as they were, still were not omnipotent; so that the "decree" and "orders in council," were not simply political vexations that could be evaded or avoided, but occasionally became harmful by the captures and depredations they sanctioned, whenever the foreign cruisers caught a tardy sailer. Many merchants became their own insurers, when they owned a craft of unquestionable swiftness; but others thought it better to pay the high premiums demanded for war risks, though they did not like these significant sums to go out of Baltimore to the underwriters of New York and Philadelphia. Accordingly, Insurance Companies were established here; and, notwithstanding the large depredations on our trade, these domestic institutions paid enormous dividends to the stockholders.* The tempting risks of insurance, with exorbitant premiums in war time, were but types of the temper, into which the successful trade we have described, betrayed many of our people. Enterprise, at times, degenerated into adventure. The unequalled success of some encouraged others to engage in commerce without knowledge of its principles or practical details. This created unwise competitions for certain articles, always enhancing the prices and generally ending in losses, if not in the ruin of the wilder speculators. Still, this gambling in merchandise, while it unsettled markets, often amounted to nothing more than a change of its ownership,—the loss being simply that of the fictitious values given to merchandise by reckless adventurers. Hence, the community, at large, were gainers, especially when the object of competition happened to be a staple product of the country; for, in that case, the

* Baltimore Ins. Co., Maryland Ins. Co., established 1795; Chesapeake, Union and Marine Companies in 1804; Patapsco and Universal Companies in 1813.

farmer or planter, was generally sure to realize for himself the imaginary value affixed by the speculator. Very often, too, the adventurous losers happened to be *foreigners*, with whom there was but little sympathy:—a signal instance of which happened in the article of tobacco about the year 1798, when the exorbitant, speculation prices of this staple, caused such losses, introduced so many vile practices in the trade, and so unsettled the values of inferior qualities, that its cultivation was for a time abandoned, in favor of wheat. Nevertheless, with these few blemishes on its prosperity, the period from 1793 to the end of that century, has been characterized to us by an experienced merchant of the olden time, as the "zenith of Baltimore's prosperity;" for, although much of the increase of population, improvement, wealth, and general prosperity, became apparent in after years, yet they were all the results of the substantial benefits of those seven or eight years of opportunities wisely seized by intelligent enterprise.

Nor was it seafaring success and European trade alone that made Baltimore populous and rich;—these gave it a monopoly of the American grain and tobacco trade, but its capacity to *sell* and *deliver by land*, as well as its capacity to produce and carry by sea, made it the most accessible mart of foreign merchandise and produced its opulence. Hence the extension of settlements in the "Western Country,"—as the borders of the Ohio, and the intermediate region were then called,—caused a great influence on our prosperity, and soon began to demonstrate (as water demonstrates its *natural* channels in descending) that Baltimore was, and, in fact, still is the original and natural terminus of our internal trade, indicated by the physical geography of the country. Baltimore had already drawn to herself not only the greater part of Western commerce, but also of the adjacent states; insomuch that the secondary ports on the Chesapeake and its affluents, declined and finally became tributary to our city.

The navigation of the Mississippi was still unopened, and steamers, as yet, were undreamed of. Baltimore approached, nearer than any other seaport, to the Western navigable waters; while all the great roads, from the richest countries of the interior, penetrating Maryland, Virginia, the Carolinas, and Pennsylvania, concentrated naturally at this point as the nearest outlet. Thus our metropolis, young as she was, having commerce with all the world, was able to supply every demand on the most favorable terms, and this demand became regular, various and extensive.

The growth of trade required the addition of banking capital, and

accordingly new banks were incorporated. One of the principal modes of disposing of the large cargoes of foreign produce—European as well as Colonial—was, at that early time, necessarily, by auction; for Baltimore, of course, could not consume its imports, and was from its vast accumulations of merchandise, owing to its carrying trade and facile position in the country, really the great continental wharf of the new Confederacy. The auction houses were limited to three only, operating on a large scale in disposing of cargoes. Most of the Colonial produce, either for consumption or exportation, was thus sold, and so even the East Indian and Chinese cargoes, as well as the assorted importations from France and the Mediterranean, especially wine, brandy and gin; while British manufactures were seldom disposed of except by private sale.

Thus, the Treaty of Amiens, in 1801, found our citizens extensively and profitable occupied with commerce all over the world, and it was, luckily, the short duration of the peace that prevented many of those bad results, which commonly befal enterprises begun in war, and winding up after an abrupt cessation of hostilities. The colonial system was, at once, rigorously enforced by the European states, so that our vessels were nearly shut out from the West Indian Islands. Accordingly, our redundant shipping remained unemployed, our seamen idle, and business grew languid in comparison with the preceding era of adventurous prosperity. Fortunately, during this short truce of arms, a partial failure of the grain crops occurred in Europe, so that an opening of the British ports introduced considerable activity into this branch of commerce, and relieved our prolific State. But the recommencement of warfare in 1803, again, for a short period, cleared the field for mercantile enterprise, which was rewarded by success nearly equal to the prosperity of the first epoch. Our trade, however, was, perhaps, not as extensive and prompt as it would have been, had not much capital been withdrawn from active commerce, in the two years' interval of peace, while, much also had been lost or was locked up by failures. Vexed and depredated on as our merchants had been, between 1783 and 1800, the resumption of hostilities was a signal for fresh molestations by the belligerents. Neutral commerce—which might then have been considered exclusively American commerce—was excluded by all the military, naval and diplomatic machinery, that could be devised to intimidate our enterprise, and thwart our adventurous traders. Blockades and Orders in Council by England, were retaliated on by a variety of prohibitory decrees by France—the scheme growing into what was termed the "Continental System," and almost shut-

ting us out from all adventures, that were not conducted under every kind of hazard and disadvantage. Yet, during this time, and with but short interruption since the revolution in San Domingo, a close, active and extensive intercouse with that island, was carried on from Baltimore, notwithstanding the risks and prohibitions. Our swift vessels, were again our best friends; and the merchandise they carried, to and fro, was lucrative on account of the very risks which attended its transportation.* About this time, especially, the trade was conducted extensively, in armed vessels; and a great portion of San Domingo produce—then principally coffee, was concentrated at Baltimore, where it would have become a vast resource for the carrying craft of the country, had it not been for the belligerent vigilance, which naturally became more and more severe with the continuance of the wars. Nevertheless, under all these difficulties, Baltimore enterprise did not relax. Our merchants still had their swift schooners, and their daring captains who often and successfully eluded all impediments, until the vexations became insupportable, producing the Embargo Act of 1808, as a retaliatory measure † This act suspended all our commerce for nearly eighteen months; but it had the salutary effect of enabling our merchants to collect their widely scattered property from distant parts of the world; so that when the embargo was removed, the state of the continent of Europe left hardly a single port open for our trade, which, it may be supposed, was resumed not only with embarrassment, but with more caution than before. All the coasts of Europe, from the Elbe to the Turkish frontier, with the exception of the Spanish Peninsula, were effectually blockaded; so that we

* The Exports from Maryland—NEARLY ALL FROM BALTIMORE—from October, 1805, to October, 1806, were:

Domestic produce,	$3,661,131
Foreign produce,	10,919,774
Total,	$14,580,905

The receipts into the U. S. Treasury, from this port for 1806, were $1,224,897
" " " " " 1807, " 1,440,527

† Early in 1807, a company was organized in Baltimore, to procure regular supplies of Calcutta and Chinese merchandise, in demand among us, and for which we had hitherto been indebted to New England merchants. Robert Gilmor, Senior, was President, and James A. Buchanan, Vice President. The ships London Packet and William Bingham, were sent out and returned during the *embargo*. The company, it is said, realized a substantial dividend; but was then dissolved. The receipts from customs at Baltimore, in 1807, was $1,440,527, and from postages $29,950.

The assessed valuation of taxable property in Baltimore, in 1808, was $2,522,870.

were thoroughly excluded, except by special licenses, which then began to be granted, for "valuable considerations," by the French government. With these licenses, and our Clipper craft, Baltimore continued almost always to elude the British cruizers or blockades, and thus our commerce with the interdicted states of the old world became almost a monopoly. Both outward and homeward cargoes were extremely valuable; the former consisting of Colonial produce as well as flour, tobacco and cotton—which then bore high prices on the European Continent; while the return cargoes of French fabrics, (then substituted for those of England, excluded by the non-intercourse of the United States,) produced much of the future substantial wealth of this community.

Notwithstanding the hazard of these voyages, the nature of the risks and the modes of avoiding them were so well understood, that insurances were effected, either with the regular companies or with private persons, by which means a greater number of individuals became interested, and information was more generally diffused. The business of "underwriting" became lucrative and important, and obtained a great degree of reputation for those who pursued it properly. Premiums for these hazardous voyages were, of course, high—ranging from 25 to 35 per cent. for the single passage—which the enormous profits enabled the merchant to pay with entire convenience.*

The war on the Peninsula of Spain required large supplies of provisions, which, from the termination of the Embargo to the beginning of our war with England, in 1811, afforded employment and relief for that part of our merchant marine that could not be safely engaged in the trade we have been describing. The flour and salted provisions—staples abundantly supplied by Baltimore in great perfection —gave our people an opportunity to furnish these necessaries of life: an opportunity and benefit which, by no means, pertained to the greater eastern marts of the United States.

Such was our commercial condition until 1811 and even 1812; when the war which was declared against Great Britain did not, at first, much affect trade as it was then situated. The commerce with

* The exports of Maryland, principally from Baltimore, of domestic and foreign produce, which, in 1807, amounted to $14,308,984 fell, in 1808, to $2,721,106, and rose again, in 1809, to $6,627,326. In March, 1809, Congress raised the *embargo*, and trade revived. The tonnage of that period (of Baltimore) was 102,434, and of the whole State 143,392. In 1810, the population of Baltimore and precincts was 46,555. White males, 19,045; white females, 17,147; other free persons, 5,671; slaves, 4,672.

France became rather more active and general, while the British cruisers did not molest homeward bound ships on legal voyages; nor did the British Government decline to grant *special* licenses for trade in provisions to the Peninsula. It was imperative on her to feed plentifully her soldiers in Spain. A large importation of British manufactures took place at this conjuncture, owing to some *cessation* of non-intercourse, which had been contingent on a revocation of certain British orders in council. This happened to be a seasonable supply, when the country was very destitute of that kind of merchandise, and yielded immense profits to all concerned.

But, with the war declared and active, Baltimore, even in its first year, began already to feel the advantage she had in her fleet and superior vessels. The enemy's ships occupied only the entrance of the Chesapeake, so that our craft navigated the bay as unmolested as on the ocean. Numerous privateers were fitted out, and soon came back successful, making valuable prizes, carrying the greater part of them, unharmed, into ports of the United States. Comparatively, indeed, it may be asserted, that commerce was rather relieved by the war from the restraints imposed on "*neutrality.*" Every enterprise now became lawful, except direct intercourse with the enemy. But, if we could slip out to sea in our smaller craft, we were not allowed to navigate our larger vessels without greater risks than were justifiable. At the close of 1811, a blockade of the Delaware and Chesapeake was declared, and all the *licensed* ships returning from the Spanish Peninsula were turned off from the entrance of our bay to New York or some eastern port, so that, during the war, Baltimore was stripped of her larger vessels. As the conflict lasted, the enemy became more vigilant in its second and third years—getting entire possession of our Chesapeake—making it *next* to impossible to get our small and swiftest vessels to sea, and *absolutely* impossible to re-enter the Capes and return to Baltimore. The British knew both our people and the capacity of their craft, and accordingly aimed to imprison the Baltimoreans within their own State, and reduced them to obedience by shutting them hermetically from the pursuit of a commerce for which they were so apt and greedy. Yet, the enemy mistook the character of our townsmen. The irresistible blockade was only a stimulus of our forefathers' invention. Enterprise was not abandoned. If they could not ply their trade from their own town *directly*, they resorted to more accessible ports, so that it may be now truthfully said of this period, that "the commerce of the United States became the commerce of Baltimore." Our people were, in fact, irrepressible in enterprise,

either in peace or war; a characteristic which, without boasting, may be attributed to them, (with few intermissions,) from the Independence to the present day. Mr. Niles, in his "Register," asserts that three-fourths of the commerce of the United States had been prosecuted from Baltimore or from other parts of the country, on account of Baltimore merchants, in vessels of the Chesapeake construction.

Events took place about this time which had a marked effect on the subsequent commercial interests of our City. The first Bank of the United States, established in 1791, had hitherto, with the banks in the chief cities, furnished a uniformly circulating medium, sufficient for all the legitimate purposes of commerce. But when the charter of the National Bank expired in 1811, and a renewal of it was refused, a great number of local banks were created throughout the United States. The enemy's early blows were struck at the heart of the country; so that with the Chesapeake shut, and Baltimore and the secondary ports in the neighborhood excluded from the sea, commerce retreated to Eastern and Southern cities which were still comparatively unmolested. So, it was soon perceived that the specie of the intermediate ports between the North and East would be drawn to places of greater activity, to the harm of the local banks whence it was drained, and, of course, to the detriment of the commerce of which it had been the basis. Recourse was consequently had to suspension of specie payments by the banks of the Middle and Southern sections of the Union. It was a measure dictated by necessity, and would certainly have been wise, if proper moderation had been practiced in the creation of fresh supplies of currency. It happened, at this time, too, that British exchange was cheap all over the mercantile world, and especially so in America, falling as low as twenty per cent. under par, and seldom being better than ten per cent. below it. This gave, naturally, a wide margin for fictitious values to the new currency issued by the greedy banks, which felt no longer the salutary restraint of specie equivalents.

The wants of the general government for war purposes constantly increased, and could only be supplied in this medium. The loans, if required, were taken up by individuals who were favored by the banks; and thus the very exigencies of the nation, and the facility with which they were gratified, became the means of augmenting the illusory value of a currency which was poured into the market in such quantities that its redemption in coin could only be expected, if ever, at a very remote period. This inflation was aided by the exorbitant increase of prices of every species of foreign merchandise. Market values became double or threefold of what

they had been before the war. But the banks made large dividends and large discounts; so that, as merchandise was constantly changing hands, the successful game in these "counters" was increased in amount in proportion as it increased in risk. Banks, of course, multiplied not only in the cities, but in the country; and thus other property, besides ordinary merchandise, became swelled in value; and in turn, was assumed, with its inflation, as the basis of credits and discounts. Banks and the credit system seemed to have solved the long sought problem of the "philosopher's stone." Everybody wanted to be as wealthy as his neighbor. Loans were no longer limited to merchants, or credit to commercial men. Farmers, mechanics, tradesmen, every one who could borrow on whatever he could pledge, rushed frantically into the arena where the rest were scrambling for riches; and when, at last, the "day of accounting" came, it is only surprising that even a *wreck* was left of what, in truth, was little more than ink and paper. The merchandise, which, with its exaggerated values, had, during suspension, been the basis of credit, was of course, mostly consumed, so that the real estate and its improvements were the chief relics of this period of delusion and enchantment. These, luckily, could not be destroyed, though they might change hands; so that, with whatever still existed of substantial material wealth among the prudent who had not been deluded by the phantom of credit, and with augmented population and improved property, Baltimore still possessed her enterprise and zeal to enable her to escape from the crash at its crisis. This narrative of the first great calamity that assailed our commerce does not apply exclusively to the period of the war, or to our city, though Baltimore was a principal focus. It pervaded the whole country, for the whole country was equally affected by the destruction of the first Bank of the United States and the creation of the unregulated local banks. It was natural that such wild and visionary principles of finance and trade should end in a common distress, which was not permanently relieved, as we shall see, until several years after the peace with Great Britain. The only benefit, or good result from the banking of those days, is to be found in the facts that, the United States Government was largely indebted to it, as we have said, for the means of carrying on the war during the last two years of its duration, and that the Government's responsibility for its loans *remained* as a source of security and future credit for the people.

The trade of our city, during the war, was modified and otherwise affected; so that while we could no longer ship our staples of

tobacco and flour, the Chesapeake being sealed against our larger vessels, an extensive intercourse *by land*,—North, South and West—by wagons, took the place, especially of the coasting trade, which had also been suspended. Besides this, the supply of the American armies required large transportation, and greatly increased consumption; and accordingly, there was no surplus of provisions left unprofitably on our hands. A modification had also gradually taken place in the two principal staples of Maryland,—flour and tobacco. The steadily increasing demands for the armies of Europe, had caused the price of wheat in America to rise proportionably; nor, for several years before our war with Great Britain, did it fall below two dollars, and sometimes even more, per bushel. Tobacco, on the other hand, had never entirely recovered from the crisis of 1798–1799, before mentioned, when its culture was so greatly diminished for that of wheat. Nevertheless, the quantity of this staple, accumulated during our war, was large, so that the warehouses of Baltimore were full, and the prices low.*

The reputation of Baltimore for unequalled prosperity and local advantages, attracted great attention in all parts of the Union as soon as peace was made in 1815, and commerce resumed its channels. An influx of sanguine and enthusiastic immigrants immediately took place, and activity pervaded all classes, and every branch of industry. Founding the hopes of enterprise on former success, foreign commerce was resumed with avidity. Our shipping was collected from the ports of the United States, where it had been dispersed and sheltered during the war; while a large accession to our tonnage had been made by prize-ships captured from the British, as well as by purchase from Northern ports of the Union. The trade to China, Batavia, Bengal, and other parts of Asia was resumed extensively; all the vast accumulations of produce in the country were exported to suitable markets, and an equally vast importation of European, and especially British, manufactures was of course made, in return. Still unrestricted in their issues, the banks granted almost unlimited facilities to the enterprising, thus creating "a system of accommodation by the interchange of paper responsibilities," the fatal tendency of which was never thought of as long as the banks themselves were not pressed. The experiences of disas-

* The *assessed* value of property in Baltimore *and its precincts* in 1813, was $4,286,646; but that the *City Assessors* of those days were *lenient appraisers*, is shown by the fact that the valuation of $3,325,848 worth of the *same property*, lying *exclusively in the city*, which was made, in pursuance of an act of Congress, *at current rates*, swelled the value to $31,276,269!

ter had not yet been sufficiently warning. The high price of provisions for the supply of the army during the war, and the creation of a great number of country banks, had heretofore enabled debtors to pay not only arrears which had been considered desperate, but to make fresh and extensive purchases, as well as to give them a new credit, which, of course, they used to its full extent. Real estate went beyond its former extravagant prices; yet the increased population could hardly be accommodated; so that extensive improvements in buildings were made while rents in the city became exorbitant. It was about this time that Baltimore was embellished with many public edifices; and especially (appropriate as the crown of its successful commerce) by the splendid Mercantile Exchange, which still exists, though, in our day, has been sold to the United States Government for a Post Office and Custom House. The new Court House, begun in 1805, had been already finished in 1809, when the old one, that encumbered the centre of Monument Square, was taken down. The Medical College, on Lombard street, a part of the University of Maryland, was completed in 1812. In 1809 a public fountain was erected on North Calvert street, and, in this year, permission was given for the erection of "Washington's Monument," which was commenced, but not completed for many years after. In 1813, the first steamboat, called "The Chesapeake," was put on the line from Baltimore to Philadelphia, by way of Frenchtown, the passengers crossing thence in stages to New Castle, on the Delaware. This was the enterprise of the late General William McDonald and his associates, who owned the old "Packets" to Frenchtown, on the Elk river, and who, at once, applied the invention on the Patapsco, which Fulton had proved, on the North river, to be successful. In 1813, the Masons laid the corner-stone of their old temple, lately abandoned for the new one on North Charles street. It was in 1811, that Hezekiah Niles established here that wonderful repository of valuable information, which was, for more than forty years, continued by him, his heirs, and Mr. Jeremiah Hughes, in our city, under the name of "Niles's Register," and will forever remain a storehouse of facts for the historians and politico-economists of America. Social life had improved with all the vast resources of luxury and wealth. The young men of the city were liberally educated at excellent schools established by learned persons who came from abroad; at St. Mary's College, established by Bishop DuBoing; or in the universities of Northern States or of Virginia. Every leading merchant had his villa on the heights surrounding the city, as well as his dwelling in the city, which he occupied during the winter, and made renowned

not only for its hospitality, but for the accomplishments of the beautiful women who presided over it. Indeed, everything bore the external aspect of great prosperity.

In the meantime, Europe was convulsed by the short, final struggle for the Empire in France. This did not last long enough to have any material influence on commerce, except to leave it languid. The European nations, at the first pacification, had already begun to become their own carriers; so that when our shipping returned from those long or far distant voyages, undertaken directly after our war with England, we had no longer those exclusive vents for our Asiatic or Colonial cargoes which we once entirely commanded. Almost all of these enterprises, it is said, ended in loss. Men began to see that the peace of Europe, and our consequent deprivation of the exclusive carrying trade, and all its profits, would unveil a delusion as to the permanence of a prosperity that had bewildered every one. The wheel of fortune began to turn slower. The banks anticipated a quicker demand for the forgotten metals than was desirable. The circulating medium, or "currency," suffered, in exchange, from sixteen to twenty per cent. discount between Boston and Baltimore. This loss extended in various degrees to the country banks in proportion as they lost credit; traders in the interior, were constant losers by the decline of the currency around them, and consequently were unable to pay the wholesale dealers, from whom they had bought, except in the depreciated medium, which had diminished in value since the date of their purchases. This produced great inconvenience; and the equalization of the currency throughout the land was, of course, the problem of the time. Gold and silver coin had nearly disappeared in the Middle States, or it was locked up by the few provident men who had foreseen disaster. There was no danger of drain of the precious metals on *foreign* account; for the price was generally too high in proportion to European exchange, especially with England, whose bills remained nearly at par with our paper currency as long as specie payments by the Bank of England was suspended. It would, accordingly, have been quite safe to suffer this paper medium to subsist, under proper modifications and provisions for its gradual reduction or redemption, as the national finances would permit. But, there were men who believed that the establishment of a new National Bank, was the panacea for all monetary maladies; and, accordingly, the Bank of the United States was re-established upon the principle that its paper, (which was to supply the whole country with an equalizing medium,) should be redeemable in gold and silver. How this was to

be done, under the circumstances of the country, and especially of the Middle States or of Baltimore, without a ruinous subversion of credit and order, was a mystery to those of our merchants who reflected calmly, and perhaps disinterestedly, on the matter. Yet, on this principle, the new Bank of the United States went into operation, and several millions of dollars of specie *were purchased abroad* to stock its vaults with the metallic basis of credit. It became, of course, necessary for the State banks to prepare likewise for coin payments; especially as orders from the United States Treasury to the Collectors, were abrupt and positive, forgetting entirely the relief which those very banks, by means of their paper currency alone, had been able to afford the Government in its utmost need during the war of 1812. Neither the banks nor commerce were prepared for so sudden a curtailment of discounts as this measure required, and devices to stay disaster, if not to overcome it, were invented in all quarters with more or less success, frequently with positive ruin. Institutions and individuals pressed each other; there was a scramble for gold and silver; and, for the most part, whatever of private credit remained, was employed in hazardous enterprises for the purpose of raising money for the moment.

The facilities offered by the Bank of the United States for subscribing to its stock, and *paying by instalments*, in the very money of the bank itself, induced many men, who had influence in procuring facilities, to embark deeply in the venture, believing doubtless in its rapid rise in value.* In reality, and quite naturally, the stock advanced in price; and the delusion of successful adventure, tempted the adventurers still deeper in the game. But the gold-phantom—borrowed from abroad—soon fled back from the American to its European vaults! The borrowing Bank of the United States speedily began to feel the same malady that affected the community and other banks. It had to press its debtors; the value of its stock became diminished; things went back faster than forward; the administration of the institution became unpopular; no sympathy was felt for its embarrassments; a harsh investigation probed its situation and prostrated its credit; so that in a short time the stock fell from 125 to 90 per cent., which was an immediate loss to the

* Subscriptions to the new Bank of the United States were opened for a capital of $28,000,000; $4,014,100 of which were subscribed here, in the name of 15,610 persons, principals and proxies. A branch was opened in Baltimore in 1817; James A. Buchanan, President, and James W. McCulloh, Cashier; upon which, the banks generally resumed the specie payments which had been stopped for several years.

mass of stockholders of upwards of twelve millions. It sealed the fate of many who had made a desperate grasp in this wheel of fortune: and, with their fate, Baltimore was most sensibly linked and affected in 1818 and 1819. Many of our citizens had incautiously adventured the principal part of their means in this vaunted, but ill-contrived, and ill-managed institution; so that the city met a severe loss in the reverses of its people. They were prostrated by the blow; and it is from this period that the falling off in the prosperity of Baltimore may fairly be dated. There was, indeed, no real want of sound capital or *just* credit, but the foundations of confidence and faith between men—that essence of real commerce—seemed to have been totally destroyed. Taught severe lessons by excessive enterprise, which, by surprising success, had often degenerated into over-trading if not speculation, men grew wary; and they who escaped the storm were terrified and became timid. The exuberance of a commercial spirit that had, in twenty years, built up a metropolis with a rapidity unequalled in the annals of the whole world, was due, not only to the superior central situation of Baltimore, but to the fact that "among the inhabitants by whom the business of the city was transacted, scarcely one was a native. They had come together from various quarters of the world, from England, Scotland, Ireland, Germany, Holland, New England, and the Middle and Southern States. Each emigrant had his personal motives; but it was the spirit of enterprise that brought him here, and without it he would have staid at home." Baltimore, in the founding of the nation, was a national geographico-commercial and trading *focus of concentration;* and it would be well for us and our friends everywhere to recur to these facts oftener than we do, when appalled, and in some degree paralyzed, by the efforts of rival cities or rival states. Enterprise and aggregation from abroad, uniting fresh blood and fresh spirit in the employment of capital, were the predominant characteristics of the men who thronged to Baltimore immediately after the Revolutionary War; and who, uniting and inter-communicating their knowledge of the markets and commercial proceedings of the countries whence they emigrated, gave that wonderful and long-continued impulse to business, which was only injured by its unwise excess. This unequalled prosperity, with the few drawbacks we have noticed, lasted until 1815.* From that time, the temper of our people and the

*The arrivals here from sea in 1816 were 67 foreign and 436 American vessels; the tonnage, registered and licensed, was 104,960 tons. In this year the *Gas* Company erected its works, and was the first in the country to give a general city supply.

former nature of their trade, were unsuited for the altered condition of Europe on the cessation of the wars that had deluged it with blood for twenty-five years. The conditions of foreign peace had not been anticipated; the *future* had not been guarded against; we had lived and believed too much in the present and actual alone; so it was well said by a resident of those days, that "the very enterprise, which in other times wrought so much for public and private good, now opened a broad road to ruin and disaster."

Nevertheless, during the period we have been describing, there were important fluctuations in the principal staple commodities of the United States, creating great commercial activity, and often employing advantageously large amounts of capital and shipping.

After the convulsions of Europe subsided, the manufactories of the Old World required a prompt and increased supply of our raw staples. Cotton was the first product of America that felt the influence of this fresh demand, so that shipments directly after the war yielded large profits, while the home prices rose, correspondingly, to a figure that had never been reached before. The price of "upland cottons of Louisiana" was from thirty-three to thirty-five cents per pound, and those of South Carolina (then not so much valued as the cottons of Louisiana) were nearly as high in the market. As this continued for two seasons, the greater part of two crops was sold at these extraordinary rates: but, at the close of 1817, the prices suddenly fell with the demand in Europe, so that as much, if not more, money than was gained, is said to have been lost by the speculators. Although this is not a staple of our State, still Baltimoreans, whose vigor and capital had not been exhausted, partook largely in the trade, and doubtless suffered in a corresponding degree.

While war lasted for so many years in Europe, the Continent had almost abandoned the use of Maryland tobacco, finding substitutes for the soothing weed so much cherished by the soldiers of later days. This, of course, reduced the cultivation; and a reduced cultivation, naturally contributed to a reduction of consumption. Accordingly, the first shipments of our formerly lucrative staple, found indifferent encouragement from foreign merchants. Nevertheless, the taste for the article had only been dormant. The appetite for it returned with the new temptation; and when the factories and manufactures were re-established after peace, and labor began to be recompensed once more, the demand was at once restored. Competition soon became great; and the European prices rising even higher than the prices of cotton had done, there was consequently a simultaneous increase of

rates on this side of the Atlantic, which were maintained, with occasional fluctuations, for several years. It certainly revived the cultivation of tobacco in Maryland, so that yearly crops which, at the close of the war, hardly exceeded 10,000 hogsheads, rose progressively to 15,000, 16,000, 20,000, and 30,000. Baltimore became almost exclusively the market for this State; large warehouses being, as we have seen, built for inspection, storage, and convenience of sale. The article seldom passed, at that time, directly from the planter to the exporter, but was commonly purchased by local speculators, who attended at the inspection houses; and no commodity required more intimate knowledge of qualities, or a closer attention to the smaller peculiarities of its trade. It was not, therefore, surprising that it proved ruinous to adventurers who were neither perfect judges of the article, nor strictly attentive to every particular, so as to guard against imposition in a commodity which then varied from two dollars and a half to twenty dollars per hundred.*

A failure of grain crops in England opened the British ports to our flour in 1817, 1818, and 1819; and kept the staple at what *then* were high prices,—eight to ten dollars, and sometimes upwards,—employing our larger tonnage in the transportation of the needed breadstuffs. As colonial restrictions at that time, excluded our shipping from the West Indies, and as countervailing laws prevented them from furnishing their colonies, in their own vessels, directly from the United States, a great part of the supply was forced to reach the colonies by way of England; and thus the new as well as the old world demanded our fleet carriers for their necessaries of life.

There is no doubt that such frequent and unexampled conjunctures in trade, commerce, war and opportunity, as we have been describing in the growth of Baltimore, and especially in the disposal of its staples, must have been of vast benefit to us and the country at large by the accession they brought to local and national wealth. Though money was lost, it was lost to individuals, not to the commonwealth. Speculation changed ownership of capital, but did not destroy it. Hence it would be wrong to infer that the commercial community partook exclusively of the benefit. Indeed, the experienced merchants declared that almost all the benefits of commerce in

* The gross revenue of the Government accruing here in 1815 from customs was $4,200,500, including $28,162 *from tonnage*. The tonnage of the District is stated to have been 107,137. The Post-office revenue for the same period in Baltimore was $53,835. Postage received here by the United States Government, $51,410. The Maryland tobacco crop of 1818 was 32,234 hogsheads; 13,377 of which were shipped from this port, and from Georgetown 8,715; and some from other places.

the staple productions enriched the agriculturist only, the share of the merchant being mainly and generally in the carrying of the articles to their ultimate markets; in fact, that the merchant was but little more than the medium by which the cultivator realized, without personal hazard, the benefits of foreign markets, to whose risks and fluctuations the merchant was continually exposed.

We have alluded to the introduction of steamboats on the Patapsco: their introduction on the Western rivers, also, about this epoch, gradually effected a change in the intercourse between the Western and Atlantic States. Baltimore, being the commercial mart, as we have shown, nearest by land to the then Western navigable waters, was the principal source of supply of most of the Western and of all Southwestern States. To them we sent all the heavier kinds of merchandise, and all those colonial supplies known in trade under the generic name of "groceries." These branches of traffic opened others of lesser but still important value to our citizens. But, when steam became the motive power on the Ohio, the Mississippi, and their affluents, the people west of the Alleghanies began no longer to look for the slow "Conestoga wagons" that brought their commodities over the old "Braddock's road" or modern turnpikes to Pittsburgh; or by the other well-known early routes southwestwardly through Virginia. Their intercourse, though circuitous, was less toilsome and more continuous and cheaper *by water* than by land. New Orleans became the "El Dorado" of the West; and to that new city they directed their attention as their future great mart of exchange and supply. Baltimore, of course, felt this commercial change more sensibly than any of her neighbors. The opening of the navigation of the Mississippi was a heavy blow to her trade. Her customers not only diminished in numbers, but many of them tempted by a new market, became delinquent to the old. Nor was this change effected by the Western steamers alone. The facilities of traveling, as well as of transporting, had increased even more rapidly by their introduction on the Eastern rivers. Philadelphia and New York became accessible to the Western merchants without the old-fashioned delays and hazard of broken bones in the stage coaches, which had induced the men of 1805 and 1810 to make their wills before they ventured to cross the Susquehanna, Delaware, or Raritan, on Northern journeys. In fact, the Western trader had two or more new Eastern markets bidding for and tempting him as a purchaser, and he discovered that he could get his merchandise transported by sea and river from New York, on cheaper terms than formerly, by land, from Baltimore. New York, also,

generally offered a better market for such Southwestern produce as was not sold at New Orleans; and thus, steam first began to outflank our city, both North and South, in its contest for that Western continental commerce which its geographical position originally gave it, and to which its geographical position—and *steam again*—must ultimately bring it back. New York soon commenced her canals, to compete with the Mississippi, by tapping the headwaters of the Western rivers. It will be seen that, in a few years, warned by these enterprises, Baltimore lost confidence in turnpikes over mountains, (whether national roads or private speculations,) and commenced teaching the world how to make railways, by originating that great first link of the westward chain, which, lying between the Baltimore and the Ohio river, must finally bind our city and San Francisco.

In the meanwhile, the revolutions in South America against the power of Spain, opened a commerce to foreign nations that had been altogether closed to them by Spanish policy. It opened a new as well as a rich, though somewhat perilous trade, which our citizens were not slow in availing themselves of. Whenever our vessels were not excluded *from within* the South American ports, they were sure to find their way through the *external* difficulties. The Rio de la Plata, the coasts of Venezuela and New Grenada, or what is commonly called the "Spanish Main," were the principal scenes of our activity. Provisions, mainly, constituted the cargoes until the emigation of the Portuguese Court to Brazil, when, under the influence of new habits of consumption, a fresh and great market was opened for our flour. The coasts of Chili and Peru were successively frequented by our trade in food as well as domestic and foreign fabrics; and taught new tastes by the revelation of modern civilization through liberation from Spanish thraldom. All these countries have, at various times been, since then, tributaries to our trade and incentives to our enterprise. Our fleet schooners were some of the first to penetrate the western as well as the eastern empires of Spain, profiting by the accumulations of silver and gold which the people had managed to hoard. Our privateersmen even did not hesitate to employ their "clipper" craft, and to hold commissions under the insurgent governments; nor did they fail in making rich captures in their cruises along the coasts. Among the provinces of old Spain, Mexico, alone, wanted few or none of our staples, but its people were rich, (in spite of the Spanish emigration with all its wealth,) and were eagerly tempted by the new-fashioned European productions and

manufactures with which they were now first made acquainted. Our proximity enabled us to take immediate advantage of the Mexican revolution, under all the difficulties of dangerous navigation, of want of safe and accessible harbors, and of the exactions at Vera Cruz by the Spanish forces commanding the fortress of San Juan d'Ulloa. Baltimore shared, perhaps equally with Philadelphia, in the trade with Mexico, and enjoyed an ample, if not preponderating proportion of the commerce of the whole continent of South America.

We considered it best to sketch continuously the history of Baltimore's *chief* commercial prosperity during the forty years following the first peace with England, comprising the periods of the great Napoleonic wars in Europe and of our second war with Great Britain.

That war, it is well known, was not at first yielded to with universal assent by the people of the United States. It was opposed in different parts of the country, and from diverse motives, some of which were commercial and some political. A meeting of citizens of Baltimore belonging to the Democratic party of that day, was called; and on assembling in great numbers, a large committee offered the Government of the United States a pledge of support in case of war with England or France, or with both. On the 18th of June, 1812, the war against England was declared, and on the 20th a vast collection of people, professing to be offended by the opposition to the war made by the "Federal" party and its newspaper organs, attacked and demolished the office, the presses, and the types of the "Federal Republican," at the northwest corner of Gay and Second streets. A week afterwards, one of the editors of that paper, Mr. A. C. Hanson and several friends, having printed their gazette in Georgetown, brought the issue to Baltimore and distributed it from the dwelling, in South Charles street, of Mr. Jacob Wagner, who was the other editor of the "Federal Republican." They were prepared and proposed to defend themselves and their house. In the evening an affray occurred; but after killing one person and wounding others, among the assailants, one or two mortally, the house on South Charles street was surrendered by its defenders to the city authorities, while the editors and their friends to the number of twenty-two, were in the morning conducted, under a guard of militia and city officials, for safety, to the jail; where, on the following night, the imprisoned gentlemen were again assailed by the mob, and torn from the violated prison. The refu-

gees, generally, were beaten and wounded, while Genl. Lingan, of Georgetown, was killed, and Mr. Thompson tarred and feathered, carted to Fell's Point amid the jeers of the crowd, and otherwise treated with shocking cruelty. The mob seems to have had its sway, for many peaceful and influential citizens were either timid and shunned the scene of contention, or were absent in the country or at watering places. The rioters, by help of darkness and some artifice, eluded whatever efforts were made to restrain them, and supposing themselves masters of the city, proceeded to hunt out and expel all who were distasteful to them. But, at last, threatening to break open the post office, where the offensive paper had been sent for distribution by mail, they were finally dispersed, and tranquillity restored to the city, by the imposing force whose earlier employment would have saved so much outrage and slaughter. The times were turbulent and bitter, and the political animosities rankled deeply. Presentments were found by the Grand Jury against many individuals of both parties, but all were acquitted and discharged, the Federal defenders of Wagner's house in Charles street, electing to be tried at Annapolis, doubtless distrusting the impartiality of their fellow-citizens of Baltimore.

The sentiment here, however, was doubtless patriotic in the majority of citizens; and the continuance of the war, especially with the impediments it threw in the way of Baltimore's progress by the close blockade of the Chesapeake Bay, served ultimately to unite our people in that "era of good feeling" which we remember in our youth, to have prevailed politically throughout the country. Several citizens took commissions in the regular army. Among these were General William H. Winder, George E. Mitchell, Colonel Hindman, Stephen W. Presstman, Frank Belton, R. C. Nicholas, and that heroic Marylander, Nathan Towson, who died in the service long afterwards, and, as chief, made that organization of the Pay Department of our Army, which proved so efficient in the late war. Stephen H. Moore, long known among us, marched as Captain, at the head of a company of volunteers, to the Canadian frontier. Captains Barney, Boyle, Stafford, Leveley, Richardson, Wilson and Miller, fitted out privateers; and in 1813, when Admiral Warren entered the Chesapeake with the British Squadron, it was no longer thought proper to await the preparations which might be made by the General Government, but that Baltimore itself should undertake its defence. Accordingly, a Committee of Supply, consisting of Messieurs Mosher, Luke Tiernan, Henry Payson, John C. White, James A. Buchanan, Samuel Sterrett and Thorndick Chase was ap-

pointed and authorized to spend twenty thousand dollars in guarding our city. This sum was soon found to be insufficient. A meeting of the citzens was therefore called in their wards and precincts, and forty gentlemen selected, who advised a loan not exceeding half a million of dollars, and an addition to the Committee of Supply of Colonel John Eager Howard, George Warner, John Kelso, Robert Gilmor, Christopher Deshon, William Patterson and Mr. Burke. Commodore Barney was appointed to command a flotilla, and was joined by Solomon Rutter, R. M. Hamilton, T. Dukehart, and others, who fitted out the little squadron of 13 barges and the schooner Scorpion, and about 500 men early the next spring, and proceeded down the bay to watch and harass the enemy.

In April, 1813, General Pike took York, on Lake Ontario, but lost his life; Lieutenant Nicholson also fell, and Captain Moore was desperately wounded by the explosion of the enemy's works. In June, a night attack on Generals Winder and Chandler, at Stony Creek, in Canada, was successfully repulsed; yet both of our generals were taken prisoners. In this action, Towson, Hindman and Nicholas distinguished themselves conspicuously and were promoted.

In July, 1814, the battles of Chippewa and Bridgewater were fought, also in Canada; and there again, Colonels Towson and Hindman contributed essentially to the success of our arms, and, afterwards, defended the long besieged Fort Erie whilst possessed by us. General Winder being exchanged, was appointed Commanding Officer of this district, and made preparation to defend his native State. That veteran of the Revolutionary War, General Samuel Smith, took the lead in organization and command. Towards the middle of August, it was ascertained that Admiral Cochran's fleet had entered the bay with the army commanded by General Ross, intending doubtless to strike a blow at the National Capital and at Baltimore, and thus to hold the central parts of the Union. The landing of the British forces took place, and their march towards Washington began. The militia that had been ordered to hold itself ready, was directed to proceed in that direction. General Tobias Stansbury, with the 11th Brigade of County Militia, marched towards the District of Columbia, including in his command the 5th Regiment of Baltimore Volunteers under Colonel Joseph Sterrett; a Battalion of Riflemen under Major William Pinkney; and two companies of Artillery, commanded by Captains Magruder and Myers. But our efforts were not successful. The American troops assembled at Bladensburg under General Winder, were overpowered by the British, who pro-

ceeded at once to Washington, burnt the public buildings and property, and returned triumphant to their shipping in the Patuxent river. Our valiant little band, sadly battered and diminished, returned to Baltimore, in anticipation, of course, of an attack on the city. The corporation was aided by a Committee of Vigilance and Defence. Light entrenchments were hastily thrown up on the north-eastern side of the town on "Hampstead Hill;" a redoubt or small additional fort was placed on the south; several large vessels were sunk at the entrance of the harbor betwixt Fort McHenry and the Lazaretto; the banks suspended specie payments; and much valuable property was taken by the numerous families that fled to the interior for protection. General Samuel Smith was conspicuous for his services during this hasty arming for the defence of the city which should long since have had the care of the Government. Every body, white and colored, worked on the entrenchments. From the city itself, volunteers poured forth for all the military organizations. There were detachments, also, of Virginia militia and volunteers, with Commodores Rodgers and Perry, and Captain Spence of the Navy, together with a few dragoons, regulars and seamen, under General Winder; a company of volunteers from Hagerstown, Maryland, and three others from York, Hanover and Lancaster, Pennsylvania.

On the 11th September, 1814, the British squadron appeared off North Point, and landed General Ross's forces, while the fleet proceeded further up the river to bombard Fort McHenry. The two attacks, by land and water, were however successfully repulsed by the militia and volunteers at the battle of North Point, under General Stricker, and the regulars and volunteer artillery at Fort McHenry under Major Armistead; so that the squadron abandoned its fire and on the 14th proceeded down the river, to re-embark the retreated land forces which had lost their Commander-in-Chief, General Ross.

The rapid and successful defence of Baltimore,—due to Smith, Stricker, Armistead, and the brave officers, militia men, and volunteer citizens who obeyed their orders in the field and in the entrenchments,—was not without fatal results to several of our worthiest citizens, who fell either in the field or in the fort, while others, who escaped with their lives, bore honorable wounds and maimed limbs, as tokens of their patriotic self-sacrifice. But their memory is indelibly recorded for posterity's example. On the anniversary of the Battle, in the following year, the foundation stone was laid of the superb monument which bears their names, in letters of imperishable

brass, and which was completed by the general and voluntary subscription of their grateful fellow citizens.*

The battle of New Orleans had been fought and gained by our troops under General Jackson, on the 8th of January, 1815, and on the 17th of the next month, a treaty of Peace with Great Britain was ratified, and next day promulgated. The news of the victory at New Orleans, as well as of the treaty, was received in Baltimore with joy, by men of all parties; the houses of our citizens were brilliantly illuminated, and every one assented to the "Thanksgiving for the restoration of Peace," which was ordered by the General Government.

No notice of the war of 1812 would be complete, especially one that recounted the part borne by Baltimore in the conflict with England, without mention of the remarkable services rendered by our seamen and captains, in the craft for which our bay and city were celebrated. What they had been in peace, they continued to be in war—the "skimmers of the sea;"—save that instead of bearing with their swift wings the merchandise of friendly commerce, they carried the weapons that destroyed the merchandise of our enemy. Congress authorized the President to "issue, to private-armed vessels of the United States, commissions, or letters of marque and reprisal," in such manner as he should think proper. Baltimore soon availed herself of these commissions, for her fleet brigs, schooners, and pilot boats; and, indeed, most of the future "privateering" was carried on in vessels built either here or in this vicinity. Usually manned with fifty seamen, besides officers; carrying from six to ten guns, with a "Long Tom," on a swivel, in the centre of the craft; armed, besides, with muskets, cutlasses, and boarding-pikes; they were directed to "capture, burn, sink, or destroy," the property of an enemy, wherever it might be found, either on the high seas or in British ports. The *first* prize, after the declaration of war, was sent into Baltimore by the Dolphin, Captain Stafford, and proved to be a British schooner valued at $18,000. Others soon followed this lead; but, as a sufficient sample, in such a narrative as this, of the successful prowess of our commanders, and the superiority of our craft, it may be recorded that Commodore Joshua Barney, *in a cruise of forty-five days*, seized and captured fourteen vessels—nine of which he destroyed—of an aggregate

* The original Subscription Book for this Monument, was lately found in removing the papers from the old City Hall, and at present is in the keeping of the City Register. It should be preserved sacredly in the Library of the new City Hall.

capacity of 2,914 tons, manned by 166 men, and valued, as prizes, at $1,289,000. The result of the Commodore's two cruises in the "Rossie," was 3,698 tons of shipping captured, estimated at a million and a-half of dollars, and two hundred and seventeen prisoners! The Dolphin, commanded by Stafford; The Falcon; The Globe, commanded by Murphy; The Highflyer, commanded by Gavit; The Comet, under "the boldest of privateersmen," Captain Thomas Boyle; The Nonsuch, under Captain Leveley; all "gave good accounts" of the enemy; one of Boyle's earliest exploits being the capture of the British armed ship Hopewell of 14 guns, ship and cargo sent into Baltimore and valued at $150,000! His brave and successful adventures in 1813, in his "Comet" and afterwards in the famous "Chasseur," "ubiquitous as the Flying Dutchman," sometimes on the coasts of Spain, Portugal and France; then in the British and Irish channels; and anon, among the West Indian Islands, have become matters of history, and fairly rank him with the greatest of our naval commanders. The "Chasseur" captured no less than eighty vessels, three of which alone were valued at $400,000; and it was Boyle who issued the burlesque Proclamation in the British Channel, in which he declared "all the ports, harbors, bays, creeks, inlets, &c., &c., of the United Kingdom of Great Britain and Ireland in a state of rigorous blockade" by *the Chasseur;* a proclamation which he sent to London in a cartel, and desired "to be posted up at Lloyd's Coffee House!" Nor was this proclamation so ridiculous as it now seems to the sober readers of 1870, for the fear inspired in England by the daring and success of American privateers, indescribable to people of our day, may still be judged of from the fact that "thirteen guineas for one hundred pounds, was paid *to insure vessels across the Irish Channel!*"

BALTIMORE:

FROM THE END OF THE WAR WITH GREAT BRITAIN AND OPENING OF THE SOUTH AMERICAN TRADE TO THE PRESENT TIME.

THE periods we have been describing comprise the history of Baltimore's wonderful and rapid growth in the years succeeding independence of Great Britain. This growth was so vast that it has been said to be unexampled in the history of cities. It was due, first, to the position of the city, geographically, in relation to the population, productions and internal trade of the whole country; secondly, to the assemblage here of mercantile men and others endowed with unusual energy, enterprise and talent, from all parts of North America and Europe, to take advantage of the two foremost staples of flour and tobacco; thirdly, to the ship-building of our bay, which adapted a certain class of vessels for freight and fleetness; and fourthly, to the pertinacious aptitude with which our able citizens improved their advantages, at all hazards, during the long European wars, employing their skill not only in domestic trade, as from a central distributing point, but for a world-wide commerce. The men and their opportunities were remarkable. They were men who knew that the greatest success in the pursuit of wealth is not to be obtained by a community from one branch of business, exclusively, but that importation as well as exportation must combine with supply, distribution, freight, and commissions, in order to create a substantial, enduring mart; in other words, that local prosperity, to be lasting, must depend on variety. Accordingly, it is not strange to see that the handful of 2,000 people dwelling in the Baltimore-Town of 1756, had increased to only about 5,000 at the Revolution; but, under independence, had grown to 62,738 in 1820, an increase of 16,183 from 1810, and of almost 50,000 from 1790. This was the unwonted civic growth, which was properly chronicled by one of our soberest historians—Dr. Jared Sparks—as "unequalled in the history of cities." This was the time when the great and early commercial houses, founders of our prosperity, still controlled it, though many of them were crippled and dis-

heartened by the financial misfortunes we have described, consequent on the calamities of the Bank of the United States and of the fatal "accommodation system" that had been practiced. This was the time, too, when the trade of Baltimore was in the hands of men, whose *names*, at least, should be most respectfully preserved in a work that purports to sketch its history. The leaders in mercantile circles were, then, Smith and Buchanan, the Gilmors, William Patterson, the Wilsons, Hollins & McBlair, Dugan, the Browns, the Olivers, the McKims, the Thompsons, Von Kapff & Brune, Mayer & Brantz, Thomas Tennant, Henry Payson, William Lorman, Henry Schroeder, the Konigs, Carrère, the McCullohs, the Hoffmans, Luke Tiernan, the Ettings, Garrett, Talbot Jones, Jacob Albert, Taylor & Keys, Coale, Stricker, Sterrett, Harrison, Williamson, the Appletons, and others perhaps, whose names do not recur to us as we write this rapid catalogue.

In other ancillary occupations, and in the professions, engaged in practice, or in manufacturing, or in agricultural pursuits, or in political life, were such men as General Smith, Edward Johnson, William Pinkney, John Purviance, Bland, Hoffman, Meredith, Mitchell, Jennings, the Winchesters, and Nicholsons, Colonel J. E. Howard, the Carrolls (of both families), Hughes, Pennington, Cooke, the Ellicotts and Tysons (pre-eminent in many things), Calhoun, Montgomery, Winder, the Revs. Drs. Bend, Kemp, Inglis, Glendy, Dorsey, Hollingsworth, Morris, Kell, Giles, Moale, Gibson, Moore, Rogers, Doctors, Davidge, Donaldson, Alexander, Gibson, De Butts, McDowell, and many more, all of whom, and in all classes, are still recollected when named, as persons of *distinct individuality*, men of mark, of public spirit, prompt and prominent in every scheme of merit and enterprise.

The area of Baltimore, built over at that time, was, of course, by no means co-extensive, even as a skeleton, with the present occupied limits. The thickly inhabited parts of the city in the west were then confined between Jones's Falls and Greene street, and between the Basin and Mulberry street; while, in the east, from the Falls to the extreme end of Fell's Point at Waters's Wharf, there were wide gaps along the "Causeway," east of Harford Run; while, thence, north of Baltimore street and east of Broadway, the county was still open or occupied by villas and burying grounds. West of the Falls and north of Saratoga street, the improvements were scattered. "Howard's Park" was still a wood, nor had the wealthy been permitted yet to purchase sites for future residences among its unfelled timber. At that day, Hanover street was the "*Faubourg St. Ger-*

main" of our city—the quiet haunt of the older aristocracy—and, at its intersection with Baltimore (then Market) street, stood the famous "Indian Queen Inn," kept by Gadsby, and, afterwards, by David Barnum, and almost as renowned among Baltimore "hostelries" as the old "Fountain Inn" of Light street, in which was shown the untouched room of Washington and the Presidents, until the building fell, in the march of improvement, during the present year. Many leading families still dwelt in Sharp, Camden, Barré, and Conway streets. South Charles street was still occupied by some of the French refugees and their descendants; while, north of Market street, it had become a fashionable quarter, as were, also, Lexington and Fayette streets leading from it to the "Monument Square," in which the Smiths, the Buchanans, the Swanns, the Gilmors, Williamses, Beattys and Taylors, had erected those stately mansions now hardly discernible in the Police Buildings, the Mayor's *temporary* Headquarters, Guy's Hotel, the Gilmor House, and the restaurants and sporting houses that have usurped the homes of the long dead builders. A few merchants of eminence still kept near the water on Lombard street, where General Samuel Smith, Sherlock, Robert Gilmor, *Junior*, the Dugans and Hollinses had their costly and elegant homes, which are now converted into offices or have yielded place for wide rows of substantial warehouses. The old Baltimore Library Company, a noble institution in its day, occupied the Holliday street floor of the "ASSEMBLY ROOMS," —still standing at the corner of Fayette—now the ricketty and unworthy tenement of the City College, but then the "Almacks" of Baltimore, and the resort of all the *beau monde* of our city during the regular "Assemblies" of every winter, and especially renowned as the scene of the "Silver Supper," spread therein after the ball given in the adjoining and connected theatre in honor of Lafayette, when he last visited us, in October, 1824.

The city was, of course, adorned by many fine residences, the result of the wealth acquired by our people; but, as yet, no section had been fixed on as pre-eminently popular, suitable, or fashionable for an exclusive residence quarter. The consequence was a *mélange* of old and new, of brick and board, of architectural taste and rude simplicity. Many of the streets were long unsightly from the ununiformed, militia-review appearance they presented of tall and short, of ragged and elegant, until the new comers gave tone to the district by improving not only the taste but the value of the property of the earlier inhabitants, thus enabling them to adorn their lots with costlier buildings. It was not until towards the end of the

third decade of this century that the emigration, northwardly, along Franklin and Charles streets, began to denote the fashionable tendency towards "the Park," which, since then, has been shorn of its forest, leveled into squares, cut into streets, and covered with churches, institutions of learning, and thousands of exquisite residences, forming one of the choicest dwelling districts in our country. Up to that period Washington's Monument, still not quite finished, loomed up on a stack of bare slopes, washed by gullies descending from the Monument's base to the natural drain now known as Centre street. The Cathedral and the Unitarian Church, stood "solitary and alone" in the midst of unoccupied spaces, while a house here and there, dotted the distances towards Mulberry and Saratoga streets. In fact, the town seemed to be thinking about its next step, and seriously engaged in making up its mind. At best, it was a sort of outline sketch of proposed grandeur. In the "New Town" all improvements were but "straggling" from Saratoga street northwardly, from Eutaw street westwardly, from Barré street southwardly, and from Gay street eastwardly; while in the "Old Town," all north of Baltimore street, was nearly as bare of edifices as "Hampstead Hill" or "Gallow's Barrow."

This is a time—before the introduction of railways—when it is proper to make mention of some three or four Old-Baltimore institutions, which are fast fading away in the world's progress: we mean the vast blue, white-canvased Conestoga wagons, their grand Pennsylvanian horses, the Stage Coaches, and the Taverns or Inns, with their conspicuous "signs," their substantial fare, wide yards, and liberal stables; and the frocked wagoners and teamsters who drove or tended their stalwart beasts, for burthen or for market. These Taverns and their signs were frequent reminders to Englishmen of the country inns found in every British town and hamlet; and, alas! but few of them remain among us of the present generation. These were still the times of horseback and saddle-bag traveling. Most of our citizens who have not passed far beyond middle life, will still remember the "Golden Horse," which swung so gaudily at the northwestern corner of Franklin and Howard streets; and the "White Swan," which still floats, like a dim ghost of its former self, on the sign, a square beyond, at the southeastern corner of Franklin and Eutaw, while the "Golden Lamb" reclined on its rich yellow fleece, until a few years ago, at the northwestern corner of Paca and Franklin streets, until it was supplanted by a confectionery; or the "Black Horse," and some other country inns, beyond the turn

of Franklin street into Pennsylvania avenue. Then there was the "Hand Tavern" and yard, still surviving, on Paca near Lexington, giving refuge to the market people and their wagons and cattle; and the chained "Black Bear" Inn, designed for the same purposes, next to the corner of Howard, on Saratoga street, where the Bevans now cut and carve their marble mantels and tombs. The more aristocratic "General Wayne" Inn,—Cugle & Frost's stylish "hostelrie" for Western travelers, horse-dealers, and cattle-drovers,—was at the corner of Paca and Baltimore streets, where the revolutionary hero still faintly survives on the weather-beaten sign, which we remember seeing raised to its present place more than forty years ago. The "May Pole" was still further south of this, on Paca and German, and the "Three Tuns Tavern," yet beyond, at the corner of Paca and Pratt. These were the main houses of entertainment, cattle yards, and stables, for horse-dealers, wagoners, and cattle men, west of the Falls; while "Old Town" had its famous "Bull's Head," on Front street, the "Rising Sun," on High street, and the well-known "Habbersett's," whose hospitable doors and excellent tables were always open to the dealers and farmers of Harford county especially. The old "Fountain Inn," with its limpid, *gushing sign*, was always the pet of the Eastern Shoremen, (so accessible as they came up Light street from the Basin,) long after it ceased to be the pet of the Presidents, after Jefferson's day and the rise of the "Indian Queen," under Gadsby's auspices, and, long subsequently, to "Barnum's," in the Square, and "The Eutaw House," which were the two first inns that wholly discarded the old-fashioned index of a "sign." At most of these, in the day of turnpikes, the daily, tri-weekly, or weekly Stage Coach called regularly, with sounding horn, to take up the passengers "booked" at the office. The Western taverns were filled with staunch, rough teamsters and drovers; and the tavern yards, generally occupied by fat cattle for the shambles, and splendid horses, for sale, trade, or swap; while westwardly from Howard street, along Franklin to its junction with Pennsylvania avenue, and out the avenue to George street, and often beyond it, in the busy season, one-half of this great highway was nightly blocked up by the ponderous Conestoga wagons, and their superb teams feeding or munching in a trough fastened to the wagon-poles. Next day they delivered their flour, whiskey, and provisions along Howard and other streets, and quickly reloaded with groceries, dry and fancy goods for the West, and speedily set forth with their four or six-in-hand team, each animal tinkling his jolly crest of a dozen bells along the narrow defiles of the Alleghanies,

the drivers cracking their huge savage whips, giving notice of each other's approach in the many passes of the mountains or valleys.

But Baltimore was to take a fresh start in the race of prosperity. She had been temporarily disheartened and crippled, but not destroyed; for her natural resources could not be taken away, and the people who had improved them in earlier days were still at hand to engage in new operations. The men of enterprise and talent were still there, and though not so young or hopeful, were nevertheless not without zeal and enterprise, tempered by experience. They saw that a change had come over the spirit of American trade, not only by the cessation of war at home and in Europe, but that great material improvements in transportation, steam, and the rivalries of successful trade were operating on the minds of younger men of equal intelligence, in other sections of the nation; and that, when success creates rivals, peace not only affords but stimulates the means for successful rivalry. They saw that labor, patience, capital were to take the place of that rapid, daring, war-commerce, which had so magically assisted the fortunes of American, and especially Baltimore merchants, for twenty or thirty years. They saw that enterprise, to be repaid, must be content with slower processes, and that the clipper of our Bay was no longer the Aladdin of their counting-houses.

With this patience at heart, though, of course reluctantly admitted, an auspicious change took place in the commercial affairs of Baltimore between 1820 and 1825. Capital and enterprise again became active. The extensive establishments and ventures became more limited, but were still significant in both foreign and domestic trade. The tables of exports of foreign and domestic produce from Baltimore in 1822 and 1823, disclose a substantial and less speculative commerce with Holland, England, France, Germany, Sweden, Turkey, Italy, the West Indies, South America, and the British possessions in America. The values of this trade were large:

	1822.	1823.
Domestic articles in American vessels, ...	$2,917,989	$3,058,543
Domestic articles in Foreign vessels, ...	323,245	361,511
Foreign articles in American vessels, ...	1,259,972	1,747,574
Foreign articles in Foreign vessels, ...	19,150	96,281
	$4,520,356	$5,263,909

In 1824 the increase of exports was still greater, as the trade to Europe and the West Indies gained considerably, while the commerce with South America, in particular, began to advance very rapidly. Baltimore was then, undoubtedly, still the largest flour market in the world, sending forth in 1822, 205,345 barrels; and 244,950 in 1823. Of tobacco, we shipped to foreign countries, 19,250 hogsheads in 1822, and 21,733 hogsheads in 1823; as well as large quantities of provisions and manufactured goods. The inspections of flour in Baltimore for 1822, displayed a total of 413,231 barrels, while the inspections of *Philadelphia* for the same period, showed but 270,527; being little more than two-thirds the amount for the same year in Baltimore.

In the city, and within the compass of twenty miles around it, there were upwards of sixty grain mills, of various descriptions, in which it was said that fully a million and a quarter of dollars were invested. This, of course, was an element of great prospective wealth, especially as the water power for manufactures, within the *radius* of those twenty miles, at Patapsco Falls, Great Gunpowder Falls, Little Gunpowder Falls, Jones's Falls, Gwynn's Falls, Herring Run, Union Run, Winter's Run, and the Patuxent, was capable of running 1,613,000 spindles. Hence, the new direction of enterprise and capital began to find manufactures an important branch of Baltimore industry with so much water power at command, *eight* of these streams being certainly capable of giving motion to machinery. The first three cotton factories established in the neighborhood of Baltimore, the Union, the Powhatan and the Washington, were formed during the commercial restrictions before the war with England in 1812; and though successful as long as these restrictions lasted, they soon felt the depressing influence of foreign competition when they ceased; yet, though they drooped awhile, they were not abandoned, for the people in many quarters had become habituated to the goods produced in this vicinity, and, in spite of the cheapness of foreign fabrics, preferred the American, in consequence of their more durable qualities. The Cotton Factory Companies in this vicinity in 1824, were the Union, on the Patapsco, with two factories; the Powhatan, on Gwynn's Falls, with one factory; the Warren, on the Great Gunpowder, with two factories; the Patapsco, on the Patapsco, with one; the Washington, on Jones's Falls, with one; the Lanvale, on Jones's Falls, with one; the Maryland, on the Little Gunpowder, with one; the Thistle, on the Patapsco, with one; the Ivy, on the Patapsco, with one; the Savage, on the Patuxent, with one; and the Eagle, (run by steam,) in the city of

Baltimore, with one; in all 13 factories, running 27,004 spindles, 565 power looms, 6 printing tables, and employing 2,800 persons. On these same streams there were also 52 flour mills, 6 iron works, 1 woollen and carding factory, 2 paper mills, 3 powder mills, 2 copper works, 27 saw mills, 1 chocolate factory, and 2 old iron works, no longer in operation. The greater part of the yarn then manufactured was wrought into cloths either at the factories or by hand-looms in and about the city. The Western and Southwestern States consumed large quantities of these fabrics, while the South American trade began to demand them for the Spanish and Brazilian provinces, as well as for Mexico. Our manufacturing interests seemed to be firmly established; and so prosperous was the enterprise that the Eastern States began soon to establish Eastern men among us to bring *their* fabrics into a Middle State market which was becoming perhaps a dangerous rival in that species of New England's industry.*

The resources of Chesapeake Bay and its affluents, from land and water, were considered of themselves sufficient to support a great city; and, though most carelessly and uneconomically used, (so far, at least, as the fisheries and oyster interests are concerned,) have within late years demonstrated this fact, as the statistics of our trade will hereafter disclose. But our commerce was not to be so confined or restricted. The shipments of 1822 and 1823 showed that we had no crushing rivalry to contend with in trade that circumstances had so greatly changed. Our ships went principally to the Spanish Main, to Buenos Ayres, to Brazil, to Chili, Peru and Mexico, and this species of commerce, in succeeding years, has fixed itself upon a fair basis of equality, so far as our enterprise and capital were able to support it in competition with other ports. A commerce with India and China, has been maintained also, at times, *on Baltimore account*, from other cities, and occasionally directly. It is, we think, nevertheless, quite evident to any one who surveys the entire field of Maryland foreign commerce, since the collapse after the last war with Great Britain, that our commercial enterprise never assumed again entirely the proportions it showed in the

* Manufactures (except of flour and pig iron) had been condemned and discouraged by the British government, so that, before the Revolution we may be said to have been little more than agricultural consumers of the productions of old England. We were allowed *to fish* and *to farm*, and to buy British commodities when we could pay for them; but our domestic industry was forbidden. There were attempts at woollen factories in Dorchester county, but unsuccessful; and in 1749 there were eight furnaces and nine forges in the Province. *We exported pig iron profitably to England before and after the war of* 1776.

years before it. Our people seem to have been impressed with the idea, since then, that the first duty of Baltimore was to recover possession of the internal trade of the country; and hence probably more reliance has been placed on the magical change which the "Internal Improvement" system was to produce, as soon as fresh modes of communication were opened with the growing West and its dependencies. The idea seems to have been that if we could soonest reach the vast Western trade by the shortest route, we should *command* it; and that Baltimore would be re-established, and advance to continental supremacy. While waiting these long years for the fruition of this hope, it is possible that the commerce and manufactures of our city have not advanced as rapidly as they might have done under different inspirations; yet, certain it is, that, ever since 1824, 1825, the minds of our people have been greatly concerned with canals and railways, and the supreme results they were to produce for Baltimore and Maryland.

The only Western public roads practicable for wheeled vehicles, as late as 1772, were those from Fredericktown to Annapolis and Baltimore. The road to Annapolis, from the superior trading facilities of that place over those of Baltimore before the Revolution, was the *first* made by the settlers. It ran by Sandy Spring, an old settlement founded by James Brooke before 1730. The road to Baltimore, which passed the Patapsco Falls three miles above the Mills, was not in operation until 1760. There were many "bridle roads" traversed on horseback, or with packs; and numerous "rolling-roads," adjacent to navigable streams, used by the neighboring planters for the transportation of their tobacco, which, tightly packed in staunch hogsheads, hooped in the most substantial way, were slowly rolled by at least two laborers to the place of shipment. Several of these primitive roads are yet distinguishable in Harford county, and one is still so designated near Elk Ridge Landing, a port which, in those days, was the favorite depot of the farmers of the vicinage, whence their commodities were taken in seagoing vessels of light draft directly to Europe.* After the Revolutionary War things improved, and the trains of pack-horses were gradually abandoned, as that well-remembered institution, the "Conestoga Wagon," came into use with improved thoroughfares. Between 1805 and 1810 three turnpikes were chartered by Maryland, leading from Baltimore to Western Maryland and different parts of Pennsyl-

* The relatives of the writer have loaded vessels in 1795 for Holland, with tobacco, on the Patapsco, a few yards east of the spot where the viaduct of the railroad to Washington now crosses that river near the Relay House.

vania; and their roads to York, Reisterstown and Frederick were built most thoroughly, so as to resist the weight and wear of the enormous burthens of produce brought over them to this market. The average cost of these roads was from 8,000 to 10,000 dollars a mile. Subsequently, four other turnpikes were finished to Washington, Belle Air, Havre de Grace, and the Falls; so that in 1825, there were seven broad, substantial, well-built avenues proceeding hence North, South, East and West. The great *National* road from Wheeling to Cumberland, too, was continued by the banks of our city, and three other banks in the west of Maryland. These institutions being required by the State, as a condition of renewal of their charters, to make fifty-eight miles of this road on the same construction as the "*National.*"

But new ideas of progress were soon to change the slow systems of conveyance by horse and mule, by roads and sails. Turnpikes, and even canals, were to give place to steam and railways.

In December, 1823, a town meeting was held in the rotunda of the Exchange, (now our post-office building,) to take the opinion of the people on the subject of canals, and especially to discover whether the citizens preferred a canal to be made *first* to the Susquehanna river or to the Ohio. A great majority, it seems, preferred the canal to the Susquehanna. Accordingly, an act was passed by the Assembly then in session authorizing the corporation of the city to make a canal to the head of tide-water on the Susquehanna, and thence to the Conewaga falls in Pennsylvania, if such an extension should be permitted by the Legislature of that State. Another act was also passed incorporating a company to make a canal from the tide-water of the Potomac to the Ohio river, if assented to by the national government and the States through which the canal would pass. In the Assembly of the next year, 1824, the act of the Virginia Legislature, incorporating the Chesapeake and Ohio Canal Company, was confirmed; and in 1825, stock to the amount of the State's interest in the Potomac Canal Company, with 5,000 additional shares, were to be vested in the new Company on the part of Maryland. A similar number of shares was to be taken in the Susquehanna Company, then again incorporated, the old Susquehanna Canal Company's interest being secured in the new one. At the session of our Assembly in 1826, another act incorporated the Pennsylvania and Maryland Canal Company.

The proposed Chesapeake and Ohio Canal had been cherished up to this year as the best scheme for the interests of Baltimore and the West; but, in July of 1826, the estimates of the probable cost and

difficulty of constructing such a canal over the mountains were made and published by an able engineer, General Bernard, and the hopes of our citizens immediately fell. They became satisfied that the completion of the work, even, would be of no practical advantage to our city, so long as the eastern *terminus* of the work was *on the Potomac*. For several months there was much doubt and much consultation among our mercantile leaders, until finally, it may be said that the BALTIMORE AND OHIO RAILROAD was inaugurated at a private meeting of about twenty-five or thirty influential men at the residence of Mr. George Brown, on the 12th of February, 1827. An act of our Assembly, comprising a charter, drawn up by John VanLear McMahon, Esq., was passed immediately, (in fact, *the first* railroad charter obtained in the United States,) and, the proposed amount of stock being speedily taken, the Company was duly organized on the 12th of April, 1827, with Philip E. Thomas, President, George Brown, Treasurer, and twelve directors, (Charles Carroll of Carrollton at their head,) of whom but one survives in 1870. But this project, so successfully inaugurated, and now in such successful operation, did not obliterate the Pennsylvanian schemes of our people. The Susquehanna connections were always favorites with Baltimoreans; and accordingly, the Baltimore and Susquehanna Railroad Company was chartered by our Assembly on the 13th of February, 1828; and when the books for subscription were opened here in March of that year, such was the anxiety to secure shares that more than double the amount of the proposed capital was at once underwritten. In 1854, this road was consolidated with the York and Cumberland Railroad; and now, under the name of the "Northern Central," unites at Harrisburg with the Pennsylvania Central and its great communications with the West, while, by other routes, it preserves its connections with the lakes at Erie and with Northern and Eastern New York. The Chesapeake and Ohio Canal was not abandoned in this change of system; but it stopped wisely at the foot of the Alleghany Mountains at Cumberland; and, instead of fulfilling its original and boasted destiny of wielding the whole commerce of the West, has long divided its operations between politics and the carrying of coal and grain to Georgetown from Western Maryland and Virginia. It was not until some years after, that the bill was passed authorizing the construction of a canal to tide on the Susquehanna, or that the canal, and afterwards a railroad, were made between the Delaware and the Chesapeake. The corner-stones of the Baltimore and Ohio Railroad and of the Chesapeake and Ohio Canal—the great *rivals* of that day—were both laid with imposing

ceremonies on the 4th of July, 1828, Charles Carroll of Carrollton officiating for the road, and President John Quincy Adams for the canal.* Of the impracticability of the latter enterprise, General Bernard, as we have seen, had apprised the speculative dreamers of 1826, 1827, and the truth of his calculations has been entirely verified by the test of practical experience after vast and unrepaid expenditures by states and individuals.

On the 14th December, 1829, thirty-seven persons were drawn, by one horse, in a car with four friction wheels, invented by Mr. Ross Winans, at the rate of ten miles an hour. This was done, to the amazement of crowds, on bar iron rails, imported duty free, fastened on pine scantling and supported by cross ties of locust and cedar, on the first track of the Baltimore and Ohio Railroad, which had been completed from the depot, on West Pratt street, near the Washington road, to Gwynn's Falls. This was regarded as an astonishing victory at a time when the speed of locomotive engines did not exceed six miles per hour; nor was it yet determined what sort of propulsive power would be most advantageously employed on railways. Accordingly, in 1830, our old friend, Evan Thomas, brother of the President of the road, was not deterred from displaying his car called the "Æolus," which, rigged with sails, was driven by the winds, and used to attract eager crowds of youngsters and old folks, who, like ourselves, considered these things the solved marvels of the age.

While these material improvements were devising for the future, Baltimore took other steps for intellectual advancement. The Academy of Sciences, of which Robert Gilmor was President, the Maryland Institute of Arts, W. Stewart, President, and the First Athenæum Library and Reading Rooms were incorporated, and the Athenæum building erected at the corner of St. Paul and Lexington streets—destroyed by fire, in 1835. Besides these, acts of incorporation were obtained for the Pennsylvania, Delaware and Maryland Steam Navigation Company; the Fireman's Insurance Company; the Lafayette Beneficial Society; the Patapsco Fire Engine Company; the Ætna Company, for the manufacture of iron; and the Seaman's Union Bethel. Charters were also granted for the American Insurance Company; the Maryland and Virginia, and Baltimore and Potomac Companies; the Baltimore Pittston Coal Company; the Elysville Manufacturing Company; the Baltimore

* The corner-stone of the Baltimore and Susquehanna Railroad was laid on the 9th of August, 1829, one hundred years from the date of the passage of the law for the laying out of Baltimore-Town in 1729.

Flint Glass Company; the Maryland Mining and Iron Companies, and the Shot Tower Companies, one of whose towers—two hundred and thirty-four feet high—still remains at the corner of Front and East Lafayette streets. On the 21st of September, 1829, the first public school was opened in our city, and the system inaugurated which, with various changes, has proved materially useful to thousands of our citizens. In March, 1827, William Patterson, one of our wealthiest and most active commercial men, presented to the city two squares of ground on Hampstead Hill for a public walk, which, with additions since made by purchase, is now known as "Patterson Park," and includes within its boundaries a few of the remaining earthworks thrown up for the defence of Baltimore during the war of 1812. In that year, too, (1827,) the population had outgrown its customary supply of ice from home resources, and began first to import it from the Northern States. In 1832 and 1834, we did not escape from the Asiatic Cholera which, at that time, was running its course around the world; the visitation of 1832 being more disastrous and of longer continuance than the subsequent one. In 1835, the stock debt of the city was but about one million of dollars, chiefly for internal improvements; and it was, in this year, that another effort was made in favor of the Chesapeake and Ohio Canal, and the Susquehanna Railway. The branch railroad to Washington City was also opened successfully at this time; and vast gambling speculations took place in the stock of the Canton Land Company, shares, on which $54 had been paid, selling as high as $260 in Northern cities, whose people were momentarily bewildered by the prospect of realizing immense fortunes by the sale of lots in this finely seated property on our eastern limits. In this year, too, Baltimore suffered from the riots consequent on the failure of the Bank of Maryland and of several other money institutions, in which large numbers of our people had either deposited or invested. The mob destroyed much private property (for which the tax-payers were subsequently obliged to recompense the owners,) before the disgraceful outrage was finally suppressed, mainly by the tact and courage of the veteran, General Samuel Smith, who, at the age of eighty, headed the well disposed citizens, and produced order from the chaos of several days' rioting.

Internal improvements by canal and railway advanced slowly, for it was discovered that the *science* of railroads was, in reality, to be developed while the roads themselves were building. In many respects, indeed, our Baltimore and Ohio and Susquehanna railways, were the pioneer roads of the world, as they certainly were of the

United States. In 1836, the stock of the Susquehanna Tide Water Canal, was taken in the month of June, and in 1837, the Philadelphia, Wilmington and Baltimore Railway was completed and put in successful operation, the passengers crossing the Susquehanna at Havre de Grace in a steamer, specially constructed for them, their baggage and heavy freight.

On the 11th of May, 1837, the banks of this city, following those of Philadelphia and New York, suspended specie payments, and continued the suspension until the 13th of August, 1838. On the 10th of October, 1839, they again suspended and refused specie until February, 1841, when they resumed payment—*but for eight days only.* The final and lasting resumption, did not occur until the 2d of May, 1842. The interruption of specie payments during these disastrous years, gave opportunities for all sorts of speculations and inventions, for the supply of what could or would pass among the people for money. This was the reign of foul rags, coarsely called "*shin-plasters*," whose speculative inventors palmed them on the credulous public, and, of course, failing, inflicted serious losses on the community. "Orders" for money were issued, also, by the Corporation of Baltimore, and by the Baltimore and Ohio Railroad Company; and, for a long time, furnished the only *reliable* fractional currency during the specie suspension. But, through all these perilous times, Baltimore sustained herself bravely and successfully, improving the city, and doing a fair share of general business; and, while other cities reeled before the storm, passed through it without serious calamity. From that time onward, until 1857, our progress was equal, though slow and substantial, receiving, indeed, considerable impetus from the opening of the Baltimore and Ohio Railroad, to the Ohio River in 1853; of the Susquehanna Road; of the Tide-water Canal, and of the continuation of our railway systems, as far as St. Louis, (918 miles,) in June, 1857. But 1857, will be remembered by American merchants, as an unfortunate and disheartening year in commercial experience. Since the crisis, twenty years before, of 1837, there had been no revulsion in monetary and mercantile affairs, so embarrassing as that through which the trading community then passed. Property of all kinds, real and personal, depreciated beyond previous experience; and, of course, labor fell with commodities; while loans of money demanded exorbitant premiums. This was the high-day of shavers and brokers and unconscionable moneyed-men. The calamity afflicted the old world as well as the new. "The best and the worst mercantile houses were alike prostrated by the tempest," writes a commercial au-

thority, "and thousands who stood deservedly high in means and credit at the opening of the year, were reduced to comparative dependence or real indigence." The causes of these disasters were attributed to the usual initiatives of "hard times;" viz., a mania for fancy stock speculations; a gambling in the values of commodities; a manifest increase of *consumers* over *producers;* and gross defects in the banking system of the country.

But, in 1857, as in 1837, Baltimore fairly sustained her credit throughout the fatal year, the number of failures occurring here, during that period, not averaging more than *one to twenty* for those in all the other leading commercial cities of the United States. That we were not without trade of significance, in that year, is shown by the fact that we exported $11,398,948, in commodities, and imported to the value of $11,054,676, while the extension of our railway to the Ohio, already mentioned, put us in communication (though not yet perfectly) with most of the Western and Northwestern States, by continuous lines of railway extending over five thousand miles. The prosperity and the general advancement of the city were still further demonstrated by the census returns for 1850, which showed that in the decade between that year and 1840 our population had been augmented by the extraordinary increase of 66,741, the whole number of inhabitants being 169,054. This was a greater relative increase than in any of the decades between 1790—the date of the first national census—and 1850, the augmentation being 12,611, between 1790 and 1800; of 9,469, between 1800 and 1810; of 27,155, between 1810 and 1820; of 17,887, between 1820 and 1830; and of 21,688, between 1830 and 1840.

The growth of the city was indeed perfectly visible to the most careless observer. As we had in 1816, been the first city of the Union to introduce the general use of gas as an illuminating material, and, in 1827 to require the incorporation of the first great railroad, so we were the first to enjoy the electric telegraph which was tested and established between Washington and Baltimore in 1844. But in late years, the taste and desire for building and civic adornment, was extensively indulged, and, of course, indicated the substantial character of our prosperity, as well as the city's attractiveness to people who came here from abroad to dwell and augment our population in addition to the natural increase of our numbers. The religious societies added to the beauty of our architecture by the erection of several splendid churches and ecclesiastical establishments, among which we may particularly notice the new Presbyterian Church on Madison street at its intersection with Park

street, and St. Alphonsus's, at the corner of Park and Saratoga. The Jesuit College and Church, were added; the Athenæum,* containing the rooms of the Maryland Historical Society and the apartments of the Mercantile Library Association; the Boundary avenues, or Boulevards, were laid out, and in some few quarters, opened; the Maryland Institute for the promotion of the Mechanic Arts, was opened on the 21st October, 1851; the fire-alarm telegraph; the uniformed and well established Police system; the lakes, reservoirs, and supply of water from Jones's Falls; the complete, paid, Steam Engine Fire Department; the City Passenger Railway; the superb new City Hall, one of the noblest municipal edifices in the country; the Bayview Poor Asylum; the Moses Sheppard Asylum, a generous private charity; the Peabody Institute with its great Library and various establishments of music, art and general science; the Asylum for the Blind; the excellent House of Refuge; the splendid Homes for Aged Men and for Aged Women; the Asylum for the Orphan Children of the late war, and the Home for its Soldiers; the various private hospitals under the kind auspices of religious societies; the Concordia Opera House; the generous Homes for Friendless Boys and Girls; the passenger railways to Catonsville and Towsontown, and to the Powhatan factory; and the Agricultural Fair and Cattle Show Grounds, and the Race Course, where we expect to renew the triumphs of the turf for which Baltimore was once renowned.

Our fellow citizen, Johns Hopkins, whose active commercial life has been rewarded with vast wealth, has taken initiatory legal measures for the endowment of an University and of charitable Institutions, which will probably absorb several millions of his great fortune, and bestow on Baltimore establishments of learning and beneficence, whose advantages will be certainly commensurate with the broad designs of their respected founder. In all directions the city has extended in beauty, elegance and comfort. The Jones's Falls enlargement and improvement, costing millions perhaps, will be a vast relief and embellishment, as well as security for the city. There is to be a superb new hotel on the ruins of the old, historic, "Fountain Inn." A new theatre and a new opera house are to be built forthwith; and it is hoped that the McDonough Educational Institution will soon erect an accessible and suitable edifice, for the

* The Athenæum Building, completely finished, was a free gift of the citizens to the Maryland Historical Society and the Baltimore Library Company or the survivor. The Library being now merged in the Historical Society, the Athenæum is the property of that Institution.

reception of the poor boys whom the donor—so many years ago—designed to receive in our city or its neighborhood, the benefits of his devised estate.

No park in America vies, we believe, with the hundreds of acres of woodland and lawn, hill and dale, of our exquisite "Druid Hill." The property of *one* family for near a century, and maintained as a private, hereditary domain, adorned and cherished by its tasteful owners, it was a ready-made park for our city when the authorities determined to buy it in 1860. The *cent* contribution of every citizen or sojourner who rides in our City Passenger railcars, suffices to pay for and support this lifegiving lung of our metropolis, so that when the beauty of the lake, soon to be completed, is added to the natural charms of the forest scenery, Baltimore may boast of a crowning embellishment, that will be jealously cared for and prized by our people through succeeding ages. The *cent* tax, has already produced for our parks the vast sum of $758,887.

The visions of Canton Company Stock speculators of thirty years ago, though not entirely realized, are still demonstrated to have been more than "baseless fabrics," by the wharves, factories, dwellings, and hum of business covering the once vacant spaces at the base of those eastern hills which are now crested with the groves and avenues of Patterson Park. There is no longer the stir of ship-building on Fell's Point, but it has only changed quarters for the shores of Federal Hill and Locust Point, on the southern side of the basin and harbor. There, too, a fresh town has sprung up on the "Whetstone Peninsula," with long lines of paved streets, houses, public buildings, quays, coal wharves, and extensive piers and fire-proof warehouses for the European steamers from Bremen and England, connected with the Baltimore and Ohio Railroad. Still, onward, the city stretches, over the peninsula, to the Middle Branch and Fort McHenry on south and east; and, on the west, threatens still to include "Moale's Point" in the city's limits, in spite of the denunciations of that ancestor of the family, who, in 1729, refused his lands for the site of the future metropolis. Northwestwardly and westwardly; northwardly and eastwardly, the city has run out its streets and avenues; the forest has been felled; the hills as well as the level grounds that, at our last descriptive outline of Baltimore, were still bare in 1820–1825, are now covered with substantial improvements, slowly but securely won by the patient, unostentatious accretions of wealth and people during the last thirty years. Large numbers of private, *individual* houses (not vast and crowded lodging houses) have been built for and are occupied by

the working classes; demonstrating the demand for, as well as the recompense of labor, in our community. The old "Howard's Park" is filled with residences and public buildings of a richer character, in substantial comfort and taste, comparing favorably with the dwelling-quarters of more boastful capitals. The observer of this busy and beautiful scene from the top of the "Washington Monument," in the centre of these luxurious dwellings, whence the whole panorama of Baltimore is distinctly visible, now beholds a magnificent city nestling under the sheltering slopes around the head waters of the branches of the Patapsco, where our ancestors planted themselves so confidently one hundred and forty-one years ago. From the still wooded heights, north of the Northern Boundary avenue, to the waters of the Basin and across the Peninsula to the Middle Branch, the space is densely packed, quite four miles in width, with solid improvements while, from Canton and Fell's Point, on the east, to the House of Refuge and Druid Hill Park, on the west and nothwest, seven or eight miles in length, the substantial buildings are centrally quite as dense, and only scattering in parts of the extreme outskirts.

Baltimore's progress was thus rapid, sound and elastic until the winter of 1860–1. People were eager in predicting the city's prosperity for years to come. Real estate maintained a steady, equable advance in value, according to the relative situation of property in business or residence districts. But, in 1861, the sad civil war broke out, and though Maryland did not become the theatre of battle until the Confederate invasion of 1863, its border situation made it an object of contest from a very early day, not only by both sections—North and South—but by the people of the State themselves. A "Middle State" and a "Slave State," the sympathies of the citizens were divided in many instances, and positively devoted to the South in, perhaps, a majority of cases. There was a decided anxiety to avoid an armed conflict, and many citizens cherished the impossible idea of "*neutrality*" in such a war. The city of Baltimore was, through business relations and personal affiliations, greatly allied to the South and its "institution." Yet, conventions held here in 1860 and early in 1861, failed to elicit a positive decision in favor of "secession," which was openly discussed and voted on in Southern States. The views of leading men, on both sides, were very variant as to action as well as to policy; many regarding procrastination and compromise as wise and practicable. But, the events of April, 1861, precipitated the question in this city, on the 19th of that month, by the violent interruption of a Massachusetts regiment in its passage

through our streets *en route* to Washington, on the call of President Lincoln for 75,000 volunteers. War was inevitable after the capture of Fort Sumter. Baltimore, as an objective military position, was one of the most important in the Union; and, accordingly, the United States Government immediately began to occupy it and its neighborhood, as well as different parts of the State, with sufficient troops to ensure peace within our territory. The consequence was that large numbers of our younger men went over the border and took up arms for the South, abiding there the fate and hardships of arms and privation, until the end of the war, in 1865. The State and the city, during the whole period, were in the hands of citizens devoted to the Union cause; and large numbers, black and white, enlisted in the armies of volunteers raised by the General Government for the national defence.

As in all states and communities, when war of opinion ends in war of arms, the violence and diversity of opinion were correspondingly great; but, for the sake of all:—

> "Peraget *tranquilla* protestas
> Quod *violenta* nequit: mandataque fortius urget
> Imperia quies!"—

The city of Baltimore, though its prosperity suffered from the civil war, still had certain partial compensations in the increased knowledge obtained by our countrymen of its geographical importance, of the value of Maryland lands, streams and mines, as well as in the temporary depot trade in military supplies and troop transportation. But the war stopped the great trade of Baltimore with the South, and broke the city's connection with the West. Since the conflict ended, the revival of this suspended prosperity has been steady and firm; nor can any one observe our thronged streets, our crowded cars, our packed vans, the gay crowds of pleasure-seekers in our parks, the wide awake, healthy alacrity of our people at all times, the rows of comfortable houses built and building in every direction, without being aware of Baltimore's substantial growth.

Prior to 1820, we were rich from foreign and domestic trade, combined and *nearly* monopolized in Baltimore. We are now endeavoring to reassert our lost supremacy, mainly through the continuation and increase of the Internal Improvement System, initiated, as related, soon after the disasters we have heretofore described.

Before the days of sea-going and ocean-crossing steamers, it was objected to Baltimore that it was "not a sea-port," being at the end

of two hundred miles of inland navigation; and it was replied that London, Paris, Antwerp, Bremen, Dresden, Berlin and Hamburg, the great European trade cities, and Amsterdam, the great financial centre of the continent, were not sea-ports. But, since the era of sea-going steamers, the geographical fact is of no appreciable, practical importance, the vehicle of transportation being continuous.

And so we return to the great idea of the founders of Baltimore, in 1729, that in truth, it is *the original, and natural, terminus of internal American trade, on the Atlantic seaboard, indicated by the geography of the country.*

The canal and railway companies, incorporated over forty years ago, have been, and are still striving to demonstrate this. Their success in sustaining the city amid all the rivalries of trade, of competing States and cities, amid the disasters of war, with the small capital of a comparatively small State and small city exclusively, has been marvellous; yet, that they have succeeded under all such discouragements and disadvantages, is proof of the soundness of their basis: *the central and national supremacy of Baltimore.* It was from Baltimore-Town in Colonial and anti-revolutionary days that the trading adventurers, soldiers, or pioneers set forth, when they went westward, wending their way by "Fort Cumberland," until they penetrated the wilderness, with their long trains of "pack-horses," (before the days of wagons,) bearing luxuries into the forest to be exchanged for the peltries, which were then almost the only "circulating medium" of the region. Maryland, lying like a wedge between Pennsylvania and Virginia, and having, in its centre, another wedge, in its magnificent Bay and River, whose affluents penetrated its extreme northwestern corner, afforded the easiest levels for a channel of trade for passing the mountains and reaching the navigable waters of the Ohio, then almost the outer boundary of civilized men. Thus, our State became the chief recognized line of travel, and our town the chief depot between the Atlantic slopes and shores, and the valleys beyond the Alleghany range. Historically, as well as geographically, Baltimore is therefore to be reckoned the earliest commercial ally of the West. It was certainly so, in the days when Braddock and Washington pursued the line I have indicated towards Fort Pitt or "Fort Du Quesne;" and also in periods when the common interests and common sense of men pointed out a trail for trade, independently of all extraneous rivalries or influences. It continued so, indeed, till the opening of the Mississippi, by steam navigation, and until the establishment of the New York Canal.

The geographical fact still remains—immutable. All the art, all the ingenuity, all the capital of other states and cities, are unable to change the surface of the earth, or their relative situation on it. They have been unable to destroy the great truth that Baltimore is not only the natural depot of American continental trade, but also the central point of the sea-board Union, in instantaneous intercourse with the National Capital, and that its great Western railway is the shortest, directest, and, of course, most economical communication between the West and the sea.

A glance at any skeleton map of the United States, on which the great railways are *truthfully* laid down, will show this. It will be seen that while Boston, New York and Philadelphia stretch out their iron arms longingly to the West, every grasp they make drags commodities over a longer road, and, of course, at greater cost. While seeking *central* communications westwardly, we have not been unmindful that there were northern lands and lakes, and mines which might contribute to our, and the South's prosperity and convenience. Accordingly, we have threaded the Susquehanna with a canal and a road, which places Lake Erie nearer to Baltimore than to New York or Philadelphia. Our communications with the North and East and their connections are perfect, through the Philadelphia, Wilmington and Baltimore Railroad—the Western Maryland,—and through the Northern Central Railway, whose connecting lines at Harrisburg, Williamsport, and elsewhere, throw into its power the products, not only of Western New York, and Western Pennsylvania, but of the Northwestern Lake and Prairie country of our Union. By the Baltimore and Ohio Railroad we are linked, inseparably, with all sections, under the alliances and systems inaugurated through the masterly administration of President Garrett. These roads and connections link our city, by direct and regular intercourse, with Washington, Richmond, and the affiliated southern roads penetrating Virginia, North Carolina, South Carolina, Georgia and Louisiana. Through Harper's Ferry and Winchester we penetrate the Valley of Virginia, and will shortly make complete southern connections in that direction. Through Grafton we wend northwardly to Wheeling, or westwardly to Parkersburg; from the latter, striking straight forward, to St. Louis and its connecting Pacific Railroad; and, from the latter, uniting with that griddle of railways which checkers Ohio, Indiana, Michigan and Illinois and the far Northwest. The Connellsville and Pittsburgh connection with our Baltimore and Ohio Road, will open a great line of travel; and, especially, if the proposed independent Baltimore, Pittsburgh and Chicago Road shall be

finally constructed. That line will be the shortest, cheapest, and most direct from the Northwest to tide water. New York has been hitherto held as the objective point of Chicago on the Atlantic; but, by this proposed line, Baltimore, now a first-class port, will be one hundred and fifty-two miles closer to Chicago than by the average distances of the existing lines used to New York. By the New York Central Road, from Chicago to New York, it is 185 miles further than from Chicago to Baltimore; by the New York and Erie, 166 miles; and by the Allentown route, the distance is 104 miles greater to New York than by the route now proposed from Chicago to our city. From Louisville to Baltimore, the distance through Cincinnati, is 696 miles; or 291 *less* than to New York by the Ohio and Mississippi, and New York and Erie lines; and 293 *less* than to New York, by the New York Central; and 155 *less* than by the Allentown route of the Pennsylvania Road.

Through the Ohio and Mississippi Road to Cincinnati, and the Marietta and Cincinnati Road, thence, the Baltimore and Ohio Railroad presents a line 210 miles *less* in distance to Baltimore from St. Louis, than the average distance by the three trunk lines used from St. Louis to New York. The Baltimore and Ohio Company now controls and works, under a permanent lease, the Central Ohio Road from Bellaire on the Ohio River to Columbus the capital of the State; and it has, also, a line which extends from Newark, or its Central Ohio division, to Sandusky on the lake. The proposed lines of the Baltimore and Ohio Road, in connection with its Metropolitan branch from the Point of Rocks, reduce the distance from Pittsburgh to Washington City, as compared with the route *via* Harrisburg, full seventy-five miles.

Shortened distance is, of course, a main element of transportation; but facility for transfer, and cheapness of handling, are not the least of the material advantages sought for in the competitions of commerce. The establishment of the Locust Point Piers and warehouses has shown the wisdom and foresight with which our great railway has been directed. This is, at once, a depot, on deep water, for coal, and also a depot for freight and passengers,—reached without change of cars from any part of the country. The coal is delivered in the hold from the original vehicle of transportation; and the landed emigrant mounts the car for his western home, without delay, or a dollar's cost for the movement of his baggage, or danger of the impositions practiced in other cities by the greedy "runners" of rival railways.

But the main purpose of this great Locust Point Depot and Pier,

—650 feet long and 100 feet wide, covered with fire-proof warehouses,—is the accommodation of the Clyde built Steamers, at this marine *terminus* of the Baltimore and Ohio Railroad. It was believed until within a few years that New York alone, could maintain lines of steamers to Europe. The trials made by the Baltimore and Ohio Company, of a small class of these vessels, induced more extensive experiments. Accordingly, two first-class steamships, of 2,500 tons burthen were built and put on the sea between Bremen and this port; and, in less than a year, it was found necessary to double the line; and so successful had the attempt proved, that when the new stock was offered for the additional capital required, the astute merchants of Bremen, who entirely comprehended the advantages of Baltimore, offered subscriptions for *forty times* the sum desired, so that the apportionment of the stock made but two and a half per centum upon the subscriptions asked for. Another line for Liverpool is necessary and organizing. The great ocean steamers of New York are supplied with coal carried by the Baltimore and Ohio Railroad, and shipped from Baltimore. The cost of transportation, hence to New York, is $2.50 per ton; and, as our Baltimore steamers, in their voyage hence to Bremen, consume 800 tons, they, consequently, save *two thousand dollars on each voyage*, as compared with New York. Accordingly, it is not surprising to see that we have, in addition to our railroad facilities, and our Bremen or Liverpool steamers, regular lines of steam packets, to Norfolk, Petersburg, Richmond, Va.; Wilmington, N. C.; Charleston, Savannah, Key West, Havana and New Orleans. We have also, most successful lines of steamers, by canal and ocean, to Philadelphia, New York and Boston, and to all parts of our own bay and rivers. The old established "Bay Line" of steamers, is most important and successful in its connections with the railways of the South, thus feeding Baltimore with large supplies of staples, and sending back important cargoes of commodities purchased in our city. Our northern railways are sufficiently known, while those in connection with Washington and New York are now especially esteemed, by the thousands who yearly use them, for the ease and security of the transportation.

These rail and water communications, with the vast advantages they have by comparative cheapness of fuel and facility for its reception, have certainly added largely, since the late war, to the commerce of Baltimore. Two facts are striking. When the Baltimore and Ohio Railroad was chartered in 1826, the *whole* wealth of the city is estimated to have been scarcely more than about seventeen

millions of dollars.* The *assessed* value of real and personal estate for taxation in the city in 1870, is $207,181,550; while, under the influence of improved business connections, the revenue of the railroad has increased from $300,000 per month to $1,000,000! The New York importer of coffee sends his ship to Baltimore to avail of its lower port charges and superior and economical facilities for transportation. The city has liberally fostered the road, by furnishing it *riparian* rights, on deep water; and hence the Company was enabled to build its wharves, piers, and warehouses, and to furnish, without cost to European steamers, these admirable advantages we have described; by which sagacious course the wealth of Baltimore has been augmented by many millions in the course of the last six years. It has re-established not only our western internal trade, but effectually re-initiated a lucrative foreign commerce; large and varied importations being now made through Baltimore for the Ohio and Mississippi valleys.

Baltimore is nearest the North, nearest the South, nearest the West; in fact so central on the seaboard as to be nearest all classes of industry and of production; it is nearest the manufacturer of the North, the agricultural producer of the West and South, the speculator and purchaser of Europe and the West Indies, and of purchasers everywhere.

When our Great Road shall be prolonged to the Pacific Ocean, by the contemplated routes, partially in progress, near the 40th parallel of latitude, it will become the central belt of North America,—the twin clasps of which must be San Francisco and Baltimore.

But, thus far, we have in the main, flourished by *transportation* only; yet, transportation is not omnipotent. Freight may be brought from the West *en masse;* for the policy of transportation is only to grow opulent by furnishing fresh outlets for productions by carrying them over the shortest routes at the most moderate cost. But, all the commodities conveyed will not add to the wealth of Baltimore more than the price of its transportation. The great commercial centres of the world have not become so by exclusive devotion to one branch of industry. *Variety* has always fostered the growth and wealth of cities, because variety and supply created a market. But, for this, *capital* must be supplied and used with enterprise. We

* The *assessed* valuation of Baltimore city property for taxation, in 1826, was $3,239,354; which,—as we are informed,—was on a basis of *one-fifth* of *actual* value, and would show the *real* value to have been $16,196,770; so that our figures are, doubtless, as nearly correct as possible in such estimates concerning long past periods.

do not disparage railways and canals and steamers, when we think it best not to rely on them exclusively; for if railways, canals, and steamers *fetch* merchandise, their business is also to *take* it abroad, and not to deal with it otherwise here. A city never grew rich on *freight alone;* but it grows rich, when, as a market, it becomes the terminus of a trade, brought there by the commercial inducements offered by a mercantile community, which either takes the introduced commodities for home or foreign consumption, or for local sale, exchange or manufacture. It must, in truth, be a mart, and not a mere *forwarding entre depot* for New York and Boston, where commerce, which is the great realizer, shall effectually take hold of the transported merchandise, and through its maritime power make it the element of international exchange and domestic finance. In our observations, elsewhere in this article, on the Banks of Baltimore, we give our opinion of the lack of sufficient capital, and the danger we may encounter from the further postponement of its supply. An important lesson is legible in the financial history of New Orleans. That city had advantages even over Baltimore, for it was an absolute *terminus*, on the borders of Southern Civilization, of the most extensive and prolific river navigation in the world. As soon as steam was introduced, it became the reservoir of the valleys of the Ohio, Missouri, Mississippi, Tennessee, Cumberland, Red River, and all their affluents. It absorbed the hemp, cotton, tobacco, sugar, breadstuffs, spirits and provisions of that vast region, and certainly then without a possible rival. Yet, what was the result? Who was to deal with this concentrated produce? It could not be consumed or paid for there; and, who was to take it away or sell it? Louisiana, or Louisiana merchants had no vessels except a canoe, a steamboat, or a flatboat; and of course the North and England, by their maritime power, secured the command of this splendid magazine of Western and Southwestern labor, while, whatever income accrued to the local agriculturist, was reinvested in slaves and land, if not squandered in luxuries furnished, again, by Europe or the North. New York sent its ships, or its freighting vessels to New Orleans for the great staple of cotton demanded by England; and, by its European combinations conclusively settled the values the South should receive for its products. The independence of New Orleans was resigned, notwithstanding the immense materials of enduring local wealth in its grasp. It became a mere temporary depot; the commodities it contained being moved by foreign capital, and mostly on foreign account. New York, thus made itself the central national market for foreign exchanges, founded on the

cotton supply and debt, and, obtaining almost a monopoly of importation, it forced the country to come to it for supplies; and, thus too, by keeping the rest of the Union its debtor, it controlled the domestic exchanges.

From late events it appears probable that our vast western communications, by rail and water, are likely to interfere materially with the *descending* navigation of the Mississippi and the trade of New Orleans. It is easier, quicker and cheaper to cross from the great river to the Atlantic by a straight line, on land, than to float around half the nation by water. Time and transhipment are money. Cotton and other merchandise that once went to New Orleans now come here. Nature always asserts or reasserts herself. But shall the ancient and losing game of that southern city be played over again in Baltimore, in consequence of local lethargy or supineness in the employment of capital in general commerce,—in Maryland navigation,—in direct importation,—in liberal advances that secure consignments and found a solid local market? With all the elements of real commercial success in our hands, shall we have no actual commerce?

We are thus earnest in attempting to foment an interest in the re-establishment of our mercantile marine on Maryland account,—once so prosperous in the early days we have described in this narrative. We are urgent because we think the city's prosperity, in this age of competition, depends on a quick establishment of a fair combination and balance of local, foreign and internal trade. Co-operation is essential for the welfare of a great mercantile metropolis. The opportunity is now clearly presented to us of becoming such a capital; and, through the agencies of steam, the electric telegraph, and personal sagacity, wealth and enterprise, our sea-going vessels may soon be placed on a footing of equality with our railways.

BALTIMORE:

AS SHOWN IN 1870, BY THE STATISTICS OF HER POPULATION, PROPERTY, EDUCATION, PRODUCTIVE INDUSTRY, TRADE AND COMMERCE.

THE material wealth and progress of a City, State, or Nation, may be reasoned about, or, sufficiently *argued*, from well arranged facts, probabilities or inferences; but nothing is so demonstratively satisfactory as an honest array of "figures which cannot lie." Accordingly, in compiling from the most authentic sources, this sketch of our city; we consider it best to close our labors by assembling in one section, under proper heads, the statistics of our condition in 1869—1870. These will not only be useful for present and future reference or comparison—embracing, as they do, the results of many years' growth and various industries—but will prove, beyond cavilling, our city's progress, prospects and prosperity. With the augmentation of supplies from all parts of the interior of America—nay, from India even, across the Continent; with our immense facilities of transportation, both domestic and foreign; with the richest coal in abundance, and of course, with steam in our prompt control; we should surely look forward to a renewal of that world-wide commerce, which we fairly called our own, until the war of 1812.

POPULATION.

The census returns of the United States for Baltimore-Town and city, from 1790 to 1870, are as follows:

Years.	Population.	Years.	Population.	Years.	Population.
1790, ...	13,503	1820, ...	62,738	1850, . . .	169,054
1800, ...	26,114	1830, ...	80,625	1860, . . .	212,418
1810, ...	35,583	1840, ...	102,313	1870, . . .	267,599

An enumeration of the inhabitants, made by the police force makes the population, 283,375, being 15,476 more than the number returned by the U. S. Marshal.

In 1775, *there were*, altogether in Baltimore-Town, 564 houses

and 5,934 persons of all descriptions; and in 1829, 12,798 houses, and about 80,000 people. In the year 1868 there were 1,675 *new* buildings *erected* and 530 improvements made in Baltimore, adding $5,641,578, worth of property to the taxable basis, while in 1869, the increase was still greater; 2,836 *dwellings* and 696 improvements having been erected and made during that year, yielding the additional sum of $6,615,275 to the taxable property, or, nearly a million increase over the additions of the previous year; and, nearly one-fourth as many edifices *erected in a single year*, as existed here altogether in 1829!

We have taken much pains to obtain an early copy of the United States Government returns from the Marshal of our District, who has kindly supplied us with all the requisite materials for our various *tableaux*, which will demonstrate the solid growth and advantages of our city. And *first*, we shall exhibit the Population, Deaths, Dwellings, &c., by Wards:

BALTIMORE CITY.

Census taken by the United States in June, 1870.

WARDS.	Inhabitants.	Deaths.	Establishments of Industry.	Dwellings.	Families.	Sub-Div.
First, ...	17,291	230	16	2,556	3,459	87, 14
Second, ...	14,559	435	137	1,953	3,233	15
Third, ...	15,468	198	78	2,080	2,857	80, 16
Fourth, ...	9,442	120	52	1,335	1,737	17
Fifth, ...	13,378	106	132	2,176	2,517	18
Sixth, ...	15,155	219	108	2,592	3,040	19
Seventh, ...	16,217	319	76	2,659	3,170	20
Eighth, ...	12,432	262	71	1,744	2,171	88, 21
Ninth, ...	8,275	114	605	1,121	1,488	89, 22
Tenth, ...	11,069	55	416	1,474	1,729	23
Eleventh, . . .	12,223	132	66	1,724	1,965	24
Twelfth, ...	10,595	109		1,612	1,714	96, 25
Thirteenth, . . .	10,388	148	35	1,599	1,876	26
Fourteenth, . . .	11,600	123	77	1,879	2,070	27
Fifteenth, . . .	13,855	184	103	2,013	2,520	30, 28
Sixteenth, . . .	16,760	317	37	2,864	3,285	29
Seventeenth, . .	11,404	177	28	1,767	2,145	30
Eighteenth, . . .	19,021	241	80	2,903	3,692	31
Nineteenth, . . .	13,186	145	13	2,216	2,472	32
Twentieth, . . .	15,281	131	140	2,539	2,902	33
	267,599	3,765	2,270	40,826	50,012	

To present a comprehensive glance of *the progress of* PROPERTY, in Baltimore, that solid basis of wealth—perhaps nothing will be more satisfactory than the following interesting *tableau*, which we have prepared, with much research and difficulty, of the taxable basis of BALTIMORE-TOWN and BALTIMORE CITY, from the earliest accessible data in 1729, to the year 1870, inclusive.

PROPERTY VALUES AND ASSESSMENTS

Of "Baltimore-Town," of Baltimore-Town and County, and of "Baltimore City," from the earliest accessible dates and most reliable authorities.

1729.	Value of the original ground of Baltimore-Town, viz. 60 acres, purchased in 1729. This comprises the space between Liberty street and the Falls, and the Basin and Saratoga street,	£ 120
1774.	At this time taxation was "*per poll*" or by head, subsequently abolished by the Constitution. The tax in this year was 172 lbs. of tobacco *per poll*, or altogether for *town* AND *county* on 7,410 persons,—Tobacco, 1,274,520 lbs., commutable at 12 shillings and 6 pence per hundred lbs.,	$ 4,542,992
	Population about 5,000.	
1785.	For Town and County of Baltimore,	£ 1,703,622
1790.	" " "	1,424,502
1798.	For Baltimore City, (INCORPORATED 1796,)	699,519
	Revenue of the City from ALL sources in 1797,	$ 14,412
	" " " " " 1798,	32,865
1808.	For Baltimore City,	2,522,870
	Revenue of city from all sources in 1808,	53,731
	The United States Government assessed value of the *same property and same year* was,	31,276,269
	The assessed value of property in the *precincts* of the city, by the city assessors was,	960,798
1813.	For Baltimore City,	3,325,848
1815.	Whole amount DERIVED *from* DIRECT TAXATION, in Baltimore City, was,	90,000
1824.	For Baltimore City (precincts assessed *with* city),	3,218,571
1826.	" " " " "	3,239,354
	Revenue of city from all sources in 1826,	200,282
1828.	For Baltimore City (precincts assessed *with* city),	3,279,121
	Revenue of city from all sources in 1828, was,	194,274
1829.	For Baltimore City, (estimates one-fifth current value,) (The rule adopted for assessment of values for taxation, up to 1800, was about one-fourth current value; afterwards, for years, about one-fifth current value.)	3,424,240
	Revenue of city from all sources in 1829, was,	314,288
1839.	For Baltimore City,	55,793,370
1844.	" "	58,890,773
1850.	" "	77,847,546
1851.	" "	79,878,372
1852.	" "	83,575,254
1853.	" "	96,784,142
1854.	" "	101,165,204
1855.	" "	104,915,238
1856.	" "	106,627,885
1857.	" "	108,021,516
1858.	" "	110,605,079
1859.	" "	135,499,873
1860.	" "	138,505,765
1861.	" "	138,199,960

PROPERTY VALUES AND ASSESSMENTS—(*Continued.*)

1862.	For Baltimore City,	$134,532,804
1863.	" "	135,091,035
1864.	" "	139,417,797
1865.	" "	143,340,022
1866.	" "	144,926,217
1867.	" "	147,078,105
1868.	" "	206,144,348
1869.	" "	203,739,804
1870.	" "	207,181,550

The taxation as made and collected is, on this property, in 1870, $380,863 *for the State of Maryland*, and $3,222,106 *for the city*. The paupers supported during the year were 1,749 of foreign birth, and 1,163 natives, while the whole number of criminals convicted for same period was 554 natives and 30 foreigners; the whole number *in prison* on 1st June, 1870, was 57 foreigners, 262 native whites, and 594 *native blacks*.

COLLEGES, ACADEMIES AND SCHOOLS.

No.	Character, Rank, or Kind.	Average No. of Teachers. Males.	Average No. of Teachers. Females.	Average No. of Pupils. Males.	Average No. of Pupils. Females.	Income: year ended June 1, 1870. From Endowment.	Raised by Taxation.	Received from Public Funds.	From other sources, including tuition.
	CLASSICAL:								
2	Universities,	19		230					$16,000
3	Colleges,	20	9	500	340			$2,500	28,500
9	Academies,	23	42	252	327				34,600
	PROFESSIONAL:								
1	Law,	2		32					3,000
2	Medicine,	20		185					8,300
1	Theology,	5		40					8,000
6	Art and Music,	20	5	624	230			3,000	7,141
3	Commercial,	14		733					21,240
	PUBLIC SCHOOLS:								
1	Normal,	2	7	55	135			9,800	
3	High,	10	23	280	744		$16,000	13,800	5,200
37	Grammar,	22	170	3,259	3,452		160,800	48,240	18,090
60	Graded common,		271	4,641	5,040		165,200	49,560	18,585
21	Ungraded common,	18	44	1,170	701		29,948	8,082	3,662
	PRIVATE SCHOOLS:								
32	Day,	25	102	742	1,032	$1,640			32,700
5	Boarding,	22	20	711	568				55,910
39	Parochial,	165	173	4,488	5,185				17,700

No regular Charity School—the Parochial Schools are part Charity.

In this city there is one State collection of books, with 1,462 volumes; 1 bar or court library, 8,000 volumes; Company libraries, 41,500 volumes; 162 church and college libraries, 98,210 volumes; 151 Sabbath-school libraries, 81,335 volumes; and four circulating subscription libraries with 54,655 volumes. It is estimated by the Rev. Dr. J. G. Morris, that the number of Baltimore *authors* may be stated at 365, including those not natives, but who wrote here; the number of *pamphlets* written by them being three-fourths larger than the number of *books*.

PRODUCTIVE INDUSTRY OF BALTIMORE,

As shown by the United States Census of the Twenty City Wards for 1870, exclusive of establishments, the value of whose productions is less than $500 per annum.

ESTABLISHMENTS.	Number of Establishments.	Number of Hands.	Value of Productions, omitting fractions of dollars.
Sugar Refineries,	4	434	$6,832,462
Tailors and Clothiers,	211	6,468	5,357,871
Oysters, Fruit, and Vegetable Packers,	13	2,476	2,698,935
Iron Rails and Plates,	1	1,100	2,692,612
Boots and Shoes,	392	2,135	2,518,995
Cigars and Tobacco,	254	1,057	1,843,922
Cotton Duck Manufacturers,	2	521	1,296,401
Transporters N. C. R.,	1	2,868	1,226,046
Copper Smelting,	1	140	1,074,850
Furniture, Cabinet Makers and Undertakers,	64	815	1,145,740
Bakers,	150	387	1,144,366
Paints, Varnishes, White Lead, &c.,	4	90	1,017,500
Tallow, Soap and Candle Works,	13	104	774,700
Locomotive and Engine Builders,	7	383	660,600
Planing Mill and Sash Factory,	8	214	515,298
Distillers,	1	20	600,000
Brick Makers,	35	808	627,995
Coopers,	34	288	523,413
Iron Founders,	10	408	408,288
Carpenters and Builders,	50	252	978,880
Tin Can Makers,	19	235	612,789
Book and Job Printers,	32	337	559,821
Petroleum Refiners,	5	26	478,470
Saddles, and Harness Makers,	48	226	466,250
Tin and Sheet Iron Workers, Roofing, &c.,	87	333	608,569
Amounts carried forward,	1,446	22,125	$36,664,773

ESTABLISHMENTS.	Number of Establishments.	Number of Hands.	Value of Productions, omitting fractions of dollars.
Amounts brought forward,	1,446	22,125	$36,664,773
Morocco, Leather and Lining Manufacturers,	12	180	567,635
Piano Makers,	6	361	656,400
Pork Packer and Produce Dealer,	1	24	526,125
Flour Mills,	3	20	557,155
Linen and Cotton Bags,	2	84	430,000
Pig Iron Furnace,	2	234	399,000
Linseed Oil Manufactories,	2	41	396,034
Stoves, Furnaces, &c.,	11	133	391,704
Tanners and Curriers,	14	101	379,884
Agricultural Implements,	8	130	369,030
Marble Workers,	14	232	369,907
Fertilizers,	1	53	350,000
Malt Mills,	3	48	339,500
Carriages and Wagons,	39	241	320,976
Box Makers,	17	207	268,700
Brewers,	8	86	254,304
Confectioners and Candy Makers,	23	85	252,759
Broom Makers,	10	173	236,738
Crackers and Ship Biscuit,	3	68	245,002
Iron Manufacturers,	4	124	235,500
Machinists,	11	141	220,168
Patent Medicines, Extracts, &c.,	10	77	265,000
Mustard and Ground Spices,	4	24	255,000
Glass Manufacturers,	3	244	244,400
Blacksmiths and Wheelwrights,	53	148	186,246
Boiler Makers,	3	164	169,715
Bell and Brass Founders,	4	52	168,435
Turning and Sawing Wood,	8	121	165,450
Plumbing and Gas Fitting,	21	79	162,350
Pitch, Felt, Cement and Roofing,	1	16	159,153
Paper Hanging and Upholstering,	10	78	155,284
Sail Makers and Awning Makers,	10	49	154,527
Paper Bags,	1	25	153,275
Steam Heating Apparatus,	1	23	150,000
Wooden Ware Factory,	1	100	150,000
Watches and Jewelry,	39	72	140,710
Shirt Makers, Drawers, &c.,	16	220	137,060
Hats and Caps,	16	131	120,550
House and Sign Painters,	22	69	116,550
Engravers, Die Sinkers and Stencil Cutters,	12	98	115,900
Dress Makers,	15	94	115,890
Photographers,	21	61	114,010
Matches,	1	105	110,000
Ship Building and Marine Railway,	2	45	104,000
Picture and Looking-Glass Frames, Carvers, Gilders,	13	79	102,732
Amounts carried forward,	1,927	26,065	$48,147,531

ESTABLISHMENTS.	Number of Establishments.	Number of Hands.	Value of Productions, omitting fractions of dollars.
Amounts brought forward,	1,927	26,065	$48,147,581
Book Binders, Blank Books and Passe Partout,	13	120	91,021
Vinegar Makers,	3	6	88,000
Pearl Hominy and Corn Mill,	1	12	85,497
Chemical Works,	1	7	75,000
Gas Works,	1	411	75,000
Whips, Canes and Umbrellas,	10	44	77,000
Paint Colors,	1	12	75,000
Queensware,	1	93	75,000
Locksmiths and Bell Hangers,	21	52	69,029
Furriers,	5	29	65,500
Shot Works,	1	12	62,354
Scale Manufacturers,	2	5	62,000
Fire Bricks,	2	60	61,000
Silver Ware Manufacturers,	2	30	60,000
Handles and Spokes,	1	50	60,000
Bone Dust Manufacturer,	1	10	58,000
Metal Manufacturer,	1	5	56,000
Copper Smiths,	7	20	52,625
Mattress Manufacturers,	6	26	52,200
Turning Stone,	1	3	51,636
Rivet and Spike Works,	1	11	50,000
Saw Mill,	1	15	50,000
Soda, Mineral Water and Syrup Manufacturers,	7	28	49,776
Potteries,	5	37	48,249
Plaster Mills,	3	22	46,920
Hoop Skirt and Corset Makers,	5	33	46,270
Gas Meters,	1	25	45,000
Tonic Bitters,	3	12	43,600
Banners, Regalia, Flags, &c.,	3	22	42,500
Gold and Silver Plated Ware,	6	33	42,317
Rope Makers,	3	35	38,890
Steam Sawing and Splitting Kindling Wood,	3	10	38,000
Bottlers of Porter and Mineral Water,	3	15	36,000
Burr Mill Stones,	2	19	35,530
Iron Safe and Vault Maker,	1	12	35,000
Willow Ware,	2	79	34,500
Trunk Makers,	8	31	31,800
Stone and Granite Cutters,	6	47	30,853
Soap Stone Worker,	1	24	30,000
Building Materials,	1	10	30,000
Brush Makers,	4	25	29,000
Dyers and Scourers,	10	20	27,450
Truss Manufacturers,	4	13	27,250
Snuff Manufacturers,	4	16	26,955
Carpet Weavers,	10	21	26,488
Amounts carried forward,	2,105	27,687	$50,441,741

ESTABLISHMENTS.	Number of Establishments.	Number of Hands.	Value of Productions, omitting fractions of dollars.
Amounts brought forward,	2,105	27,687	$50,441,741
Wig, Ornamental Hair Works and Hair Dressers,	5	13	26,450
Cigar Box Makers,	4	30	24,964
Curled Hair Manufactory,	1	12	24,392
Horse Shoe Makers,	7	16	24,000
Boat Builders and Oar Makers,	6	12	22,679
Bark Mill,	1	8	20,400
Gold Leaf Manufacturer,	1	9	19,000
Tobacco Pipe Manufactories,	2	22	18,900
Organ Manufactories,	2	14	18,400
Show Case Manufacturers,	2	7	18,300
House Furnishing Goods,	3	11	18,200
Slate Roofer,	1	5	18,000
Japanners and Bronzers,	3	8	17,800
Wire Cloth and Wire Works,	3	7	17,600
Scroll Sawing,	1	14	17,579
Barrel Factories,	3	24	17,488
Musical Instrument Makers,	2	3	17,000
Gun Smiths,	7	14	16,600
Horse Shoers,	4	10	13,100
Block and Pump Makers,	5	11	12,298
Shoe and Gaiter Uppers,	2	5	12,200
Hydrants and Pumps,	1	4	12,180
Coffin Makers,	7	12	12,120
Type Founder,	1	15	12,000
Basket Makers,	6	8	11,200
Milliners,	9	15	11,000
Mathematical and Nautical Instrument Makers,	4	10	10,750
Sponge Goods,	1	5	10,500
Saw Factories,	2	8	10,000
Dress Trimmings,	10	10	10,000
Stereotype and Electrotype,	1	14	10,000
Cotton Press,	1	15	10,000
Glass Stainer,	1	4	9,300
Shoe Blacking Maker,	1	2	9,000
Leather and Riveted Hose,	2	6	9,000
Cutlery and Surgical Instruments,	5	12	8,950
Plane Maker,	1	3	8,000
Hoisting Machines and Dumb Waiters,	1	5	8,000
Belt and Calf Roller Skins,	1	1	7,512
Provision Safe Maker,	1	2	7,500
Sewing Machine Repairers,	5	6	7,300
Billiard Table Maker,	1	1	7,200
Pyrotechnist,	1	4	7,000
Chair Makers,	2	5	6,700
Copper Lightning Rods,	1	1	5,300
Amounts carried forward,	2,236	28,110	$51,057,603

ESTABLISHMENTS.	Number of Establishments.	Number of Hands.	Value of Productions, omitting fractions of dollars.
Amounts brought forward,	2,236	28,110	$51,057,603
Toy Manufactory,	1	10	5,000
Ornamental Plaster Works,	2	3	4,100
Patent Wheel Manufacturer,	1	1	3,600
Edge Tool Makers,	2	2	3,125
Plaster Centre Piece Maker,	1	1	3,000
Pocket Book Makers,	2	2	2,800
Hair Tonic,	1	3	2,500
Tool Dresser,	1	3	2,500
Roofing Paper,	1	3	2,500
Show Cards,	1	1	2,400
Last Makers,	2	2	2,100
Gold Leaf Manufacturer,	1	2	2,000
Seine Maker,	1	25	2,000
Thermometers,	1	1	2,000
Smoking Tobacco,	1	1	1,800
Tooth Powder Manufacturer,	1	1	1,700
Gold Pen Maker,	1	1	1,500
Cotton Domestic Manufacture,	1	2	1,500
Stocking Weaver,	1	2	1,000
Lace Repairer,	1	1	800
Artist,	1	1	750
	2,261	28,178	$51,106,278

Of all our industries the refining of sugar seems to have been the most extensive, affording a product of $6,832,462; while the industry that approached in value was that of the 211 tailors and clothiers, who, with 6,468 *employés*, realized $5,357,871; while the 4 sugar refineries had required only 434 hands to earn their nearly seven millions! Significant as are the results displayed by this summary of the productive industry of Baltimore, derived from the census returns of June, 1870, we cannot but doubt their exactness in affording a *complete* picture of our labor, capital, and enterprise. There is a morbid reluctance on the part of men to divulge the secrets of their factories, warehouses, or dwellings. When the "census taker" appears, their reticence becomes aggravated. Some suppose there are hidden designs of taxation in the inquisition set on foot by the Government; others desire to conceal their business,—its extent, or its poverty,—from the knowledge of competitors; others, again, regard the inquiry as simply impertinent and offensive, so that the marshals are generally either misinformed or thwarted while endeavoring honestly to comply with the requirements of law in presenting

an exact *tableau* of their local industries. These remarks apply with special force to the productions of individual or corporate industry, and we doubt whether any census, taken under existing systems, will ever do more than present proximate returns of the general results.

STATISTICS OF RELIGION.

Statistics of Religion in Baltimore, in 1870, show the following Results:

Churches.	DENOMINATION.	Accommodate.	Value.
21	Protestant Episcopal,	14,050	$898,000
17	Presbyterian,	14,275	983,000
15	Roman Catholic,	25,000	2,080,000
42	Methodist Episcopal,	26,020	1,214,900
7	Methodist Episcopal (South),	5,000	130,000
2	Methodist Independent,	1,300	55,000
6	Methodist Protestant,	4,600	157,600
6	Reformed Church,	5,040	285,000
1	Christian Church,	600	20,000
4	Baptist,	3,600	(?) 40,000
12	Evangelical Lutheran,	10,000	296,000
2	Evangelical Association,	800	42,000
1	Independent Church,	1,600	150,000
3	Friends,	3,250	107,000
1	Universalist,	700	30,000
1	Unitarian,	800	150,000
4	Jewish Synagogues,	2,750	650,000
6	United Brethren,		
7	African Methodist,	6,600	113,600
3	Swedenborgian,	900	27,000

NEWSPAPER, PERIODICAL, LITERATURE.

The newspaper, magazine, and quarterly literature of the city is comprised in the issues of seven daily newspapers, with an alleged aggregate circulation, in all, of 82,500 copies; of ten weeklies, with an entire aggregate circulation of 67,694; of one tri-weekly, with a circulation of 5,000; of four monthlies, issuing 10,200 copies in all; and one quarterly, with a subscription list of about 2,000 names.

THE CITY PASSENGER RAILWAY.

The City Passenger Railway is now so much of an "indispensable institution" to our citizens, and has produced so much to the development of Baltimore by its prompt and cheap transportation to all parts, that it deserves special record in an analysis of our resources and their prosperity. This association began its public operations on the 28th of July, 1859; and, during the year ending 30th April, 1862, in 50 cars and with 350 horses, carried 3,738,162 passengers—all the lines, except those of Charles, and Albemarle, and High streets, being then in operation. The vast stride of Baltimore's advancement is seen in the increase seven years aftewards, when, in 1869, 75 cars and 600 horses, on 32 miles of track, transported 11,385,464 people. The tax of one-fifth of gross receipts, payable to the city of Baltimore, for the Public Parks, has been, up to the 1st October, 1870, $758,887; while, since January, 1864, the Company has paid dividends on stock and government tax to the amount of $350,000. It is alleged that, from the large increase of value of labor and materials, the cost of working the road is 100 per cent. greater than at the date of its charter.

IMPROVEMENT OF THE HARBOR AND ITS RIVER AND BAY APPROACHES.

Appreciating the harbor of Baltimore as important not only for its own private and general commerce, but, in fact, as a national port of supply and delivery, especially as a depot of coal and naval supplies, the United States Government has, for several years, united with this State and City in expenditures for the deepening of the river channel to our wharves. Up to 1858, the result was a practicable channel, 150 feet wide and 22 feet deep, from a point one mile and a half below Fort Carroll, to a point just beyond North Point, about four and a half miles in length, with several incomplete cuts, extending a mile or two below. The whole work was then left in an unfinished condition. In 1866, there was a careful resurvey by the general government of the river and bay below Fort Carroll, and the fact was developed by it that the tides and currents, setting

down the Susquehanna, had already materially injured the excavations that had been previously made below North Point; and it was moreover shown that all the lower portion of the original line of channel, eastward of the Seven Foot Knoll light, was subject to obstruction by fields of floating ice. In consequence of this, a new channel was traced out by Col. Craighill of the U. S. Engineer Corps, U. S. A., and now called after him, 200 feet wide and 22 feet deep at mean low water, with a length of four and seven-eighths miles, deflecting from a point of the Brewerton Channel three-fourths of a mile below the Seven Foot Knoll light, and running thence due south towards Sandy Point. A revised estimate of *the whole route, from* Fort McHenry, with an increased width of 50 feet beyond the original plan, was also submitted; and in November, 1869, the new thoroughfare was opened to commerce, while that part of the Brewerton Channel, *above* the junction with the new one, was nearly restored to its original dimensions of 150 feet width and 22 feet depth.

Thus, Baltimore, at length, has a deep, straight and secure channel for her commerce, and the Government a depot for that species of coal which is not only *best* for her steam vessels of war and transports, but, of course, more economically supplied in Baltimore from our Maryland mines, than from any other port in the Union.

VALUE OF IMPORTS AND EXPORTS.

District of Baltimore, for the Years:

	Imports.	Exports.		Imports.	Exports.
1847, . .	$4,146,743	$9,826,479	1854, . .	$7,750,387	$11,306,012
1848, . .	5,245,894	7,209,609	1855, . .	7,772,591	11,675,996
1849, . .	5,291,566	8,660,982	1856, . .	10,140,838	13,362,252
1850, . .	6,417,113	8,530,971	1857, . .	11,054,676	11,398,940
1851, . .	7,243,963	6,466,160	1858, . .	7,954,422	10,235,890
1852, . .	5,978,021	7,549,768	1859, . .	10,408,993	8,724,261
1853, . .	6,331,671	9,086,910			

STATEMENT

Of Foreign Merchandise Imported into, and Domestic and Foreign Merchandise Exported from, the Customs District of Baltimore, Md., from July 1st, 1859, to June 30th, 1870, inclusive.

Fiscal year ending June 30.	IMPORTS.			DOMESTIC EXPORTS.	FOREIGN MERCHANDISE EXPORTED.		
	Free of Duty.	Paying Duty.	Total Value.	Total Value.	Free of Duty.	Paying Duty.	Total. Value.
1860, . . .	$4,563,593	$5,221,180	$9,784,773	$8,804,606	$24,178	$475	$24,653
1861, . . .	4,907,343	4,541,762	9,449,105	12,949,625	188,262	102,456	290,718
1862, . . .	632,313	3,064,307	3,696,620	8,375,303	35,780	62,218	97,998
1863, . . .	177,664	4,306,735	4,484,399	11,013,871	850,425	224,776	1,075,201
1864, . . .	159,882	5,675,621	5,835,503	8,741,755	826,269	112,781	939,050
1865, . . .	94,456	4,721,998	4,816,454	11,794,546	33,357	313,134	346,491
1866, . . .	235,534	7,920,457	8,155,991	10,804,012	59,041	44,030	103,071
1867, . . .	616,877	11,592,632	12,209,509	10,995,348	6,073	122,457	128,530
1868, . . .	687,928	12,242,805	12,930,733	13,857,391	470	164,664	165,134
1869, . . .	269,471	15,593,561	15,863,032	13,657,530	2,760	237,790	240,550
1870, . . .	776,088	18,736,380	19,512,468	14,330,248	846	199,379	200,225

DUTIES

Paid in Coin on Imports, Baltimore, for the years following: to December 31st, 1870, inclusive.

1860, ...	$1,166,590 77	1866, ...	$4,665,064 35
1861, ...	722,443 04	1867, ...	5,798,820 85
1862, ...	1,941,529 51	1868, ...	6,217,496 41
1863, ...	1,919,229 99	1869, ...	9,027,513 63
1864, ...	2,167,120 05	1870, ...	9,122,239 29
1865, ...	2,983,202 33		

These figures, from 1860 to 1870, comprising the disastrous and paralyzing period of the civil war, (the last year of peace, and the last year since the end of the war,) compare advantageously with the thirteen years prior to the war; and, in the last decade, show an actual doubling of our commerce.

BANKS AND CAPITAL.

In considering the interests of Baltimore and their development, we have rarely conversed with a well informed merchant who was not impressed with the deficiency of bank capital in our city, or of its occasional misuse by boards entrusted with its management. It is true that Baltimore suffered, as we have shown, in early days, by the miserable accommodation and credit system, fostered by the banks at that time; yet these systems have not been altogether abandoned, notwithstanding our experience, so that a more liberal supply of money through regular banking institutions would doubtless afford a much more secure basis of trade than the private discounting which has prevailed at various times to so great an extent among us. The legalization of a higher rate of interest would, doubtless, be a step in advance. "The Bank of Maryland, with $200,000 capital, was established in 1790, and a branch Bank of the United States in 1792. In 1795, the Bank of Baltimore was chartered with $1,200,000 capital. Nine years after, in 1804, the Union Bank appeared with $3,000,000 capital, reduced (we believe) 25 per cent. in 1821. In 1810, the Commercial and Farmers, the Farmers and Merchants, the Franklin, and the Marine Banks, with a capital of $1,709,100. In 1811, the City Bank, with $839,405. In 1812, the Mechanics Bank was created with an original capital of $1,000,000, reduced 40 per cent. also in 1821, and in 1818, the Savings Bank of Baltimore was incorporated."

These constituted our financial institutions, together with the branch of the second Bank of the United States—whose disastrous explosion we have mentioned—until 1834, when the Merchants Bank, and afterwards a few others were added, after considerable efforts and importunity. We have in all nineteen banks, and three savings institutions.

The able report of the Corn and Flour Exchange, of this year, alludes to our deficiency in striking terms: "In 1861, the banking capital of Baltimore was $10,408,000, it is now, nine years afterwards, only $11,606,000, showing an increase of but $1,197,000. Meanwhile our neighbors of Philadelphia, in 1861, had $11,963,000, and have now $17,117,260; an increase of over five millions of dollars; nevertheless, judging from the returns of the officer of the United States Customs of Baltimore, our city to-day outranks

Philadelphia as a port of entry. Our custom receipts for the current year exceed those of Philadelphia; our *imports* having increased during the five last years nearly 300 per cent. The increased aggregate trade, not including the great increase of our *manufactures*, has been fully one hundred per cent., while our banking capital, for the same time, has augmented but 10 per cent." The increase of legal interest to 7 per cent. would, doubtless, retain private *as well as* banking capital, legitimately belonging here, which, under our existing laws, seeks other points for investment, and it would, doubtless, cause capital to flow to us, for the same purpose, from other localities.

GRAIN AND FLOUR TRADE OF BALTIMORE.

The grain trade of Baltimore for the year 1869, demonstrates that our city maintains her position as the second grain market of the Atlantic coast. The aggregate receipts of every kind of grain for that year were 8,515,755 bushels, an excess of 722,247 bushels over 1868. The receipts of wheat were 3,239,994 bushels, an *increase* of 943,001 bushels; of corn, 3,923,563 bushels, a *deficit* of 162,914 bushels; of oats, 1,171,354 bushels, an excess of 55,379 bushels; of rye, 180,844 bushels, an excess of 36,155 bushels. The total receipts of grain upon the Corn Exchange floor, for the five years beginning with 1864, were 34,995,964 bushels, showing the receipts of 1869 to be 1,516,562 bushels in excess of the average of those preceding years. The *flour* market, specially is shown by the following *tableaux:*

Flour Inspections in Baltimore for 1869.

	Barrels.	Barrels.
Total inspections of wheat flour for 1869, ...	. . . .	1,123,981
Dispersed as follows:		
Shipped foreign, ...	359,121	
Shipped coastwise, ...	215,000	
Taken for local trade and neighboring wants, ...	444,860	
Balance stock in hand, January 1st, 1870, ...	105,000	
		1,123,981

Flour Inspections in Baltimore for the last six years.

	1870.	1869.	1868.	1867.	1866.	1865.
Howard Street, .	264,758	242,508	216,635	215,985	189,871	244,246
City Mills, . . .	369,208	378,526	344,978	335,661	329,466	398,819
Ohio, ...	281,790	306,607	200,870	78,598	328,788	262,080
Family, ...	201,578	196,340	125,927	84,516	65,009	78,846
Total, . . .	1,117,314	1,123,981	888,410	714,760	913,134	984,021
Rye, ...	4,751	5,497	9,183	14,115	11,199	12,255
Corn Meal, . . .	19,641	41,939	46,099	45,463	46,061	32,892

Exports of Flour from Baltimore for the last five years.

DESTINATION.	1870.	1869.	1868.	1867.	1866.
Great Britain, ...	36,777	50,066	7,740	2,948	6
Bremen, ...	28	337	20	103	16
Holland, ...	579	55	3	158	33
France, ...					
Brazil, ...	185,045	180,524	103,540	78,683	92,541
River la Plata, ...	18,882	9,894		7,400	
British N. A. Colonies, .	20,696	19,645	32,025	19,456	16,507
Venezuela, ...					
West Indies, ...	74,875	98,377	101,800	51,677	70,070
Other ports, ...	2,050	223	1,318	835	125
Total, ...	338,932	359,121	246,446	161,260	179,298

These show an increase of export of flour of 112,675 barrels over that of 1868, and of 179,823 barrels over the export of 1866.*

* The flour production of the city will be found in the general *tableau* of city productions, as given by the census returns of 1870, which is contained in this section. The flour and meal production of the adjacent *county* of Baltimore is at least $2,500,000 *in value*, and of the adjacent county of Carroll, half a million of dollars more.

THE TOBACCO TRADE.

The tobacco trade of Maryland, of all that staple produced in our State, may be said to centre at Baltimore, as the great depot of inspection, sale and shipment to foreign countries. Tobacco is still one of our most valuable agricultural products, notwithstanding the deterioration of qualities from the very early days, as well as the change of labor-system within the few last years. For many years it absorbed the attention of farmers and planters to the entire exclusion of grain, and it was not until the occurrences described by us in a previous part of this article, that, the failure of foreigners to buy the weed forced our planters into the wiser and healthier culture of the cereals which must always be needed, as they are the necessaries, and not the luxuries, of life.

But the peculiar characteristics of our Maryland tobacco at present, afford it only a limited field for consumption, as it is unsuited for cigars, snuff or chewing, and used solely by smokers of the pipe, who are contented with, or confined to, a very cheap article. Hence it is consumed chiefly by the peasantry of Germany and Holland, who cannot afford the price paid for a richer tobacco, and would unquestionably smoke their wretched home-grown weed, if the rates were significantly raised. This has been often proved when European dealers and manufacturers were obliged to pay *over* four cents per pound to our planter for his commodity. As soon as this rise occurred, the foreign demand ceased, and the German cultivation began; and Baden, which had raised but 30,000,000 pounds, soon doubled her crop. Accordingly, tobacco, like most of the luxuries of life, has to be dealt with wisely and gently by legislators, especially when its inferior grade fails to commend it to the consumers of "Cabañas" and "Partagas," and leaves it exclusively to the poor abroad, to whom the stimulus and not the aroma of the plant is the only essential. In this respect bad whisky seems to have still a decided advantage over bad tobacco, and finds its recompensing consumers among the rich as well as the indigent. But whisky is more subtle than tobacco; and can disguise its flavor from the palate; while tobacco, in consumption, must forever disclose its qualities as soon as it touches our lips. Hence the poor buyers of our cheap tobacco will bear no interference with their rates, and begin to plant as soon as we begin to demand higher prices. In 1857, when a partial failure of the

tobacco crop and consequent speculation sent up the rate of ordinary Maryland to seven and eight cents per pound, the European markets did not respond, and it only led to increased cultivation. The high prices of 1857, caused Russian manufacturers to substitute Turkish and other varieties of similar appearance for "yellow" and "spangled" Ohio tobacco, of which they had been previously consuming more than 2,000 hogsheads yearly. The smokers probably were not at first pleased by the change; but *cheapness* and *the smoke* satisfied them for the time; and, gradually becoming habituated, they grew so contented that it is doubtful whether they will ever re-demand the Ohio staple, even when attainable at old prices. Rough smokers, like the majority of peasantry everywhere, soon become demoralized in taste; and free from the plague of excessive sensitiveness, put up, in time, with "*oak leaves*," if they cannot get tobacco, or *do not know* that the artful cheater has mixed the oak with the genuine article. We trust, therefore, that in future State and National legislation, tobacco will be carefully treated; and, especially, the products of Ohio and Maryland, for which it is far easier to find substitutes than for Virginia and Kentucky, and other similar Western tobaccos.

As figures disclose most faithfully the fluctuations of production and consumption, and show the *character* of a trade more distinctly than mere narrative, I shall present some tables, carefully prepared under the auspices of the Baltimore Board of Trade, embracing the operations in Baltimore in this staple, from 1848 to 1870:

Tobacco Inspections at Baltimore from 1848 to 1860, inclusive.

YEARS.	Maryland.	Ohio.	Kentucky and other kinds.	Total.
1860,	51,000	23,000	3,100	77,503
1859,	44,480	15,331	3,022	62,801
1858,	45,200	22,300	3,169	70,669
1857,	38,057	7,640	1,608	47,305
1856,	38,330	12,959	1,563	52,852
1855,	28,470	10,097	991	39,558
1854,	26,048	10,362	2,560	38,970
1853,	29,248	17,947	1,472	48,667
1852,	29,569	17,720	1,043	48,332
1851,	25,013	16,798	931	42,742
1850,	27,085	13,965	783	41,833
1849,	30,689	13,664	1,248	45,601
1848,	23,491	9,702	703	33,906

Exports of Tobacco from the Port of Baltimore for the same period.

YEARS.	Bremen.	Rotterdam.	Amsterdam.	France.	All other places.	Total.
1860, ...	24,700	22,700	5,244	6,825	7,677	67,142
1859, ...	19,180	21,735	1,253	8,311	5,495	55,974
1858, ...	16,542	18,059	3,825	16,935	11,173	66,534
1857, ...	18,034	11,711	4,054	7,438	6,325	47,562
1856, ...	20,612	14,215	7,779	4,891	8,301	55,798
1855, ...	9,103	7,510	10	7,527	1,144	36,392
1854, ...	18,016	7,407	5,583	10,180	4,006	45,192
1853, ...	18,947	10,395	9,980	5,380	5,986	50,688
1852, ...	22,860	11,473	5,067	7,679	7,734	54,813
1851, ...	12,654	9,694	4,154	2,327	5,292	34,124
1850, ...	15,864	7,815	5,973	8,177	6,940	44,368
1849, ...	18,821	13,783	8,725	9,562	1,033	51,924
1848, ...	12,787	7,910	3,103	5,761	131	38,890

STATEMENT

Of Inspections, Exports and Stocks Tobacco, from 1861 to 1870, inclusive.

YEARS.	Inspections.	Exported.	Stocks.
1870, ...	41,510	32,519	7,345
1869, ...	44,548	44,494	4,023
1868, ...	37,959	32,800	8,779
1867, ...	58,996	61,930	8,506
1866, ...	47,660	52,663	17,645
1865, ...	43,952	42,605	22,297
1864, ...	52,873	45,052	20,938
1863, ...	55,975	44,137	21,560
1862, ...	58,699	55,447	6,470
1861, ...	67,571	85,237	24,500

Tobacco Inspections at Baltimore from 1861 to 1870, inclusive.

YEARS.	Maryland.	Ohio.	Kentucky and other kinds.	Total.
1870,	25,696	13,614	2,200	47,070
1869,	27,782	15,716	1,050	44,548
1868,	27,064	9,644	1,251	37,959
1867,	41,337	21,505	905	63,747
1866,	31,515	15,396	566	47,660
1865,	25,479	21,961	3,077	43,952
1864,	28,518	17,032	2,140	52,619
1863,	36,676	13,560	2,267	55,975
1862,	41,493	14,152	3,646	58,699
1861,	50,407	23,000	3,012	67,571

SHIPMENTS

Of Maryland and Ohio Tobacco from Baltimore, January 1st to December 31st, for fourteen Years.

	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
Bremen, .	17,427	15,660	18,593	24,767	31,911	12,280	10,288	15,469	13,738	15,005	22,190	9,381	17,358	9,676
Rotterdam,	11,715	17,985	20,715	22,949	22,708	11,542	7,993	11,868	7,910	15,198	21,137	5,632	7,763	8,014
Amsterdam	4,066	3,759	1,298	5,221	8,183	8,024	3,370	4,837	4,753	4,192	5,467	7,910	6,992	5,893
England, .	2,148	4,288	1,950	3,010	6,440	3,827	3,109	2,467	1,084	682	2,358	2,109	1,192	4,872
France, . .	7,438	16,935	8,401	6,825	5,215	4,470	6,383	7,457	5,863	6,320	9,959	5,766	9,672	1,908
Spain, . .		2,601		1,169		6,296	5,050	2,280	5,212	818		1,669		202
Trieste, .	1,213	1,140		900										46
Russia, . .														
Antwerp,&c	252				1,133									
Total, .	44,259	62,368	50,957	64,841	75,590	48,439	36,193	44,378	38,560	42,215	61,111	32,467	42,077	30,611
Inspections of Maryland and Ohio for the same period, .	45,697	67,500	59,811	74,000	64,559	55,053	53,708	50,733	40,875	47,094	58,091	36,708	43,788	37,709

The census returns (of 1870) that there were 254 establishments in Baltimore for the manufacture of cigars and tobacco, employing 1057 hands, the value of whose produce was $1,843,922. This return, of course, does not include the manufacturers whose yearly product is worth less than $500.

COFFEE AND SUGAR.

The Coffee trade of Baltimore, together with that of Sugar, has always been one of the most important of our commercial interests. When we enjoyed almost a monopoly of the "Colonial Trade," as we have shown we did during the European wars, Baltimore may be said to have been mistress of the market, and there is no reason, —with our enterprise and novel facilities,—why we should not approach, if not regain, our supremacy in supplying the great central portions of this Continent and their dependencies. It is alleged that in 1869 and 1870, Coffee importations were encouraged beyond all precedent, the excess over 1867 and 1868,—the largest imports previously known,—being very large. The comparative and progressive figures of the last five years' transactions in Coffee imports are as follows:

Imports of Coffee at Baltimore for the past five Years.

FROM.	1870.	1869.	1868.	1867.	1866.
Rio Janeiro, ...	499,258	333,842	263,632	266,926	160,487
Laguayra & P. Cabello,				1,220	2,761
Other Ports, ...	4,288	2,282	1,335	581	14,770
Coastwise, ...	2,888	10,246	7,688	21,051	16,145
Total, ...	506,434	346,370	272,655	289,778	180,870

Imports of Coffee at Baltimore from Brazil for the past twenty-three years.

YEAR.	Bags.	YEAR.	Bags.
1848, ...	204,485	1860, ...	181,202
1849, ...	186,173	1861, ...	137,300
1850, ...	144,492	1862, ...	77,775
1851, ...	256,142	1863, ...	73,957
1852, ...	224,080	1864, ...	91,184
1853, ...	185,980	1865, ...	86,725
1854, ...	200,829	1866, ...	160,487
1855, ...	249,060	1867, ...	266,926
1856, ...	197,989	1868, ...	263,632
1857, ...	203,560	1869, ...	333,842
1858, ...	188,019	1870, ...	499,258
1859, ...	230,984		

This solid increase from 1848, when the import was 204,485,—interrupted during the five years of war and its results,—demonstrates the superiority of Baltimore as a distributing point for those necessaries of life, Coffee and Sugar.

The importation of Sugar is required at Baltimore not only for distribution of the raw material, but for the three large Refineries, the Baltimore, the Calvert and the Maryland. The Calvert company has a capacity of refining from twenty-two to twenty-four millions of pounds yearly; the capacity of the Maryland Refinery is about forty millions of pounds, and is equalled by that of the Baltimore Refinery; and during the year 1868 the quantity of raw sugar worked by these three companies is estimated to have reached very near sixty-seven millions of pounds. If the inducements become sufficient, these Refineries can easily consume one hundred millions of pounds of the raw material. In addition to these companies there are three other refineries in Baltimore, working exclusively in molasses, and producing lower grades of sugar, and it is from all these late additions to our manufacturing interests that the stimulus has been given to importation; the two trades combined contributing largely to the prosperity of Baltimore. The value of production of our sugar refineries for 1870, was $6,832,462.

The following tables show the progress of Baltimore in sugar and molasses not only for 1869 but comparatively for the last 18 years.

Imports of Sugar from January 1st to December 31st, for three years.

	1870.		1869.		1868.	
	Hhds.	Boxes.	Hhds.	Boxes.	Hhds.	Boxes.
Cuba, ...	32,369	57,717	31,955	59,412	32,776	46,833
Porto Rico, ...	38,575		34,169		31,647	
English Islands, . .	14,481		8,719		12,392	
French Islands, . . .	4,213		2,596		1,640	
Louisiana, ...	1,010		275		513	
Total, ...	90,648	57,717	77,714	59,412	78,968	46,833

Imports of foreign sugar reduced to tons were for 1870, 67,828 tons; 1869, 59,673 tons; 1868, 57,395 tons; 1867, 37,565 tons.

Imports of Sugar at Baltimore for eighteen years.

	COASTWISE.		WEST INDIES.	
	Hhds.	Barrels.	Hhds.	Barrels and Boxes.
1852,	13,153	307	12,619	2,653
1853,	10,476	383	13,521	13,967
1854,	19,580	347	11,847	1,023
1855,	21,663	1,705	10,796	4,411
1856,	19,685	1,540	22,030	11,839
1857,	6,076	966	27,403	9,751
1858,	16,584		26,838	
1859,	20,792		21,787	
1860,	13,346		34,827	
1861,	7,424		17,719	
1862,	7,605		26,659	
1863,	2,400	204	28,095	6,046
1864,	2,640		19,611	5,146
1865,	6,300	4,835	40,730	36,500
1866,	955	1,938	52,024	34,740
1867,	1,108	2,263	50,814	36,618
1868,	1,292	79	78,968	46,833
1869,	437	100	77,714	59,412

1870, total from all points, 90,648 hhds., 57,717 boxes, 25,421 bags and mats.

Molasses Imports for 1870.

	Hhds.	Tierces.	Barrels.
Cuba,	17,817	1,822	160
Porto Rico,	993	38	
English Island,	3,121		30
French Island,	101		
New Orleans,			2,081
San Domingo,	11	7	
Total, 1870,	22,046	1,867	2,271
" 1869,	23,819	2,121	3,824
" 1868,	27,205	2,274	1,993
" 1867,	17,962	1,678	526
" 1866,	9,337	2,430	1,353
" 1865,	6,146	1,160	401
" 1864,	5,635	1,812	2,417

Importations of Molasses at the Port of Baltimore for the last eighteen years.

	WEST INDIES.			COASTWISE.		
	Hhds.	Tierces.	Barrels.	Hhds.	Tierces.	Barrels.
1852, ...	7,027	2,064	80	838	153	14,798
1853, ...	3,820	632	72	192	115	13,184
1854, ...	3,518	1,105	157		278	32,807
1855, ...	2,124	445	32	491	92	23,943
1856, ...	4,460	1,758	1,115	826	168	14,819
1857, ...	5,907	4,018	5,737	682	92	3,109
1858, ...	6,860	1,557	1,113			13,739
1859, ...	8,518	1,341	1,492			14,701
1860, ...	9,216	725	7,690			9,294
1861, ...	2,933	409	489			5,111
1862, ...	3,172	2,550	517			756
1863, ...	5,380	1,466	608	32		3,297
1864, ...	5,635	1,812	2,471			1,124
1865, ...	6,146	1,160	406	454		2,300
1866, ...	9,337	2,430	1,353	1,529	36	524
1867, ...	17,962	1,678	523	1,179	17	2,340
1868, ...	27,205	2,274	305	45	10	2,400
1869, ...	23,819	2,121	1,191	231		2,630

1870, total from all points, 22,046 hhds., 1,867 tierces, 2,271 barrels.

COTTON TRADE.

The facilities afforded by sea going steam navigation, promoted so much by the cheapness and excellence of our Cumberland Coal, esteemed the best "evaporative material" in the world, have begun to make Baltimore an important cotton depot. This is owing to our proximity to the cotton growing States, being the nearest Atlantic port north of Norfolk and the natural outlet for the products of Virginia and North Carolina, brought to us by the Seaboard Railway and the bay line of steamers. In addition to this, Baltimore is, by rail, the most accessible Atlantic seaboard market for the States of Missouri, Tennessee, and Arkansas, while the expenses of handling and transhipping commodities are much less in our city than in the Northern markets. The growth of the cotton trade is shown by the exports of 1869, by which 15,592 bales were sent to Bremen, 6,320 bales to Liverpool, and 875 bales to Holland, making a total export in that year of 22,787 bales; against

22,196 bales in 1868; 8,629 in 1867; 7,479 in 1866; and 965 in 1865; the gratifying, solid, progress of five years only.

The gross *receipts* of cotton at Baltimore for the past three years is shown in the following table:*

Receipts of Cotton for the past three years at the Port of Baltimore.

FROM	1870.	1869.	1868.
	Bales.	Bales.	Bales.
New Orleans,	200	1,418	653
Charleston,	15,662	17,023	17,782
Savannah,	14,047	17,132	14,963
Virginia and North Carolina,	42,879	32,758	39,948
Per Railroad,	31,817	23,982	19,702
	104,605	95,313	93,048

Cotton Exported for the year ending December 31st, 1870, from Baltimore, viz.

TO	Bales.
Liverpool,	11,970
Bremen,	15,331
Rotterdam,	2,316
Halifax,	10
Total for 1870,	29,627
" 1869,	22,787

The wants of Maryland and other cotton spinners, drawing their supplies principally from this market, are from 35,000 to 40,000 bales per annum.

COAL TRADE.

The coal trade of Baltimore, *from our own coal fields* and *from those of West Virginia*, is so important not only in consequence of the quantity, but of the quality of the material—especially for steam

* The value of the cotton manufactures of the adjacent Baltimore county are about $2,500,000 per annum, and of Carroll county at least half a million.

navigation—that it is important to dwell on it emphatically, as an element of our city's wealth. This is especially the case, in connection with the sea-going steamship lines, which we are establishing with Europe, as well as all parts of our own coasts. The area of our coal fields has not been defined with absolute precision, but there are unquestionably about two hundred millions of tons of the "big vein," untouched. Fourteen millions eight hundred and fifty thousand tons, have been mined and taken to market in twenty-eight years, between 1842 and 1869; and at the same rate of mining this "big vein," will last one hundred years. The four and six feet veins have been scarcely more than tapped, and, together, they contain more than the big vein, for there is a greater area of these veins, less being swept out of them by the water courses. "It is therefore safe to say"—alleges a competent authority—"that the minor veins will yield 2,000,000 of tons per annum, for another century; so, if we may feel sure that we can go on duplicating the production of 1869, until the year 2,070 or for 200 years, it is hardly necessary for the present generation to be anxious about the exhaustion of the coal measures of Alleghany. The production of 1868 was 1,330,000 tons, while the mining of 1869, was about 1,900,000 tons, showing an increase of 46 per cent., against the quite uniform increase of 15 per cent., in the preceding years, when there existed no such impediments in the avenues of outlet—as were caused by war and injuries to the canal. The products of 1869, were as follows:

	Tons.
By Cumberland and Pennsylvania Railway,	1,575,000
By Cumberland Coal and Iron Company's Railway,	200,000
By Hampshire tramway Railway,	125,000
Total,	1,900,000

Now, the Baltimore and Ohio Railroad, brought to Baltimore from the Cumberland and other mines, along which it runs, for 1869, 1,388,157 tons, against 815,506 tons in 1868. There was also brought from the same mines by the Chesapeake and Ohio Canal to Georgetown and Alexandria, 663,491 tons, against 485,070 tons the previous year, being an increase by canal, of 178,421 tons. These figures show an increase in the development of the Maryland and West Virginia mines in 1869, of 741,062 tons. Of the receipts by

the Baltimore and Ohio Railroad in 1869, 28,000 tons were shipped to California and foreign ports, while 785,240 tons were sent to Northern ports, in which last shipments 133,378 tons of *gas coal* from the West Virginia mines were included. The *Anthracite coal* of our market, is supplied by the Northern Central Railway Company, and the Tidewater Canal Company, whose combined capacity of delivery, *per day*, has been lately stated at 1,400 tons, a limitation causing, *it is said*, the high cost of that sort of coal to Baltimore consumers in late years. The *coal delivery capacity* of the Baltimore and Ohio Railroad, is stated as *four times* greater than all the combined water and rail capacity from the Anthracite regions, as thus represented. In 1869, 168,000 tons of Anthracite were brought to this market by the Northern Central Railway, and about 83,000 tons, by the Tidewater Canal.

WOOL, HIDES, LEATHER, GUANO, NAVAL STORES.

The greater part of our Woolen mills were running during 1869; the receipts of foreign wool were 813,275 pounds and of domestic, 682,500 pounds; a total of 1,495,775 pounds, against 1,125,000 received from both sources in 1868, showing an increase of consumption here of 370,775.

Hides were more liberally imported in 1869, into Baltimore; receiving 49,564 from the Rio de la Plata, and 3,916 from other ports, making 53,590 of direct imports, against only 4,306 in 1868; an enormous increase of 49,284. The *coastwise* importation, however, was diminished to 54,744, while the *city-slaughter* furnished, doubtless, full 50,000 more, and the bordering counties of the State, additional numbers. The inspections here increased 18,245 in 1869.

Leather Inspections since 1863.

	Sides.		Sides.
1863, ...	238,463	1867, ...	294,362
1864, ...	261,257	1868, ...	292,500
1865, ...	311,300	1869, ...	310,745
1866, ...	313,726	1870, ...	337,230

There are in Baltimore, in 1870, 452 establishments engaged in manufacture *of* and *from* leather; employing 2,541 hands, the productive value of whose labor, as given by the census of 1870, is $3,552,880. The boot and shoe business is increasing solidly in importance and wealth.

The fertilizing GUANO is not yet displaced, among our agriculturists, by any of the late inventions, the

Imports of Guano for Three Years.

FROM	1870. Tons.	1869. Tons.	1868. Tons.
Chincha Islands,	14,450	5,900	1,700
Guanape,	26,793	1,525	
Navassa,	7,666	7,105	4,661
Orchilla,	490	470	
West Indies,		951	4,192
Rodunda,			4,334
Coastwise ports,		3,800	1,000
Total,	49,399	19,751	15,887

The trade in NAVAL STORES should be promoted more in a market situated so favorably for its expansion. The following table exhibits this commerce, comparatively, in 1867, 1868, 1869 and 1870:

Receipts of Naval Stores for the past Four Years.

	1870. Barrels.	1869. Barrels.	1868. Barrels.	1867. Barrels.
Spirits turpentine,	15,156	15,800	15,000	12,000
Rosin,	65,495	52,123	70,000	40,000
Tar and pitch,	8,872	6,000	8,300	9,500
Total number packages,	89,523	73,923	93,300	61,500

IRON, WHISKEY, FISH TRADE.

The production of home furnaces of IRON, in 1869, was about the same as the two previous years—estimated at 35,000 tons, including both anthracite and charcoal.*

For several previous years, under the burthen of an excessive tax, the production of *Whiskey* was either greatly diminished, or concealed; but since the Act of Congress reducing taxation, went into effect in the latter part of 1868, together with the stringent provisions for the collection of the impost, the revenue from whiskey has increased and the trade assumed a legitimate and, of course, much more satisfactory shape, at least in the market of Baltimore. The receipts here, for 1869, are estimated to have been 100,000 barrels, from the West; while the city and county production was 30,000 barrels more. The number of our small refiners has largely increased, and competing, as they do, with the larger ones, they have kept the market steady.

The FISH trade, always an important one for Baltimore, from very early dates, owing to the prolific character of our bay and rivers, has steadily maintained itself, as will be seen by the report of

Imports and Receipts of Fish for 1870, and the total Compared with a Number of Previous Years.

	Mackerel.	Herrings.
British Provinces,	565	4,991
New England,	17,762	28,457
Southern,		
Total, 1870,	18,327	33,448
" 1869,	9,759	37,309
" 1868,	12,291	37,086
" 1867,	12,474	33,930
" 1866,	25,985	48,807
" 1865,	42,007	51,672
" 1864,	31,106	26,806
" 1863,	27,565	18,801
" 1862,	40,249	35,134

* The iron production of the adjacent Baltimore county is at least $700,000 yearly, in value.

PROVISIONS.

The Provision market, too, has been also at all times a main reliance of Baltimore trade. The aggregate crop of hogs reported as slaughtered in the season of 1868–69 in the West amounted to 2,477,264, against 2,793,032, slaughtered in the season of 1867–68, the decrease being estimated *in pounds* at fifty millions. The receipt of the pork product, mainly from the West, in 1869, as near as can be satisfactorily ascertained, reduced to *tons*, amounted to about 35,000. The foreign demand during that year was light comparatively, and, as usual, confined to the British Provinces, the West Indies, with some bacon and lard to South America, and from 35,000 to 40,000 hogsheads of bacon to the Southern States of the Union. Comparatively, for five years, the exports of provisions from Baltimore were as follows:

	1870.	1869.	1868.	1867.	1866.
Beef, tierces, . .	967	1,412	1,720	1,363	960
Pork, barrels, . .	4,426	3,228	5,074	5,216	7,680
Bacon, boxes, . .			80	21	
Bacon, pounds, .	253,132	243,769	400,000	494,518	527,680
Lard, kegs, . .	29,853	31,069	38,240	45,392	46,000

The aggregate receipts here of Beef cattle for the year 1869 were 91,000 against 75,891 in 1868, and 55,713 in 1867; figures which show a marked yearly increase of this important trade. Out of the receipts of 1869, 50,000 head were taken by the butchers of our city, and the balance sent further east or north, or taken by farmers for stock. Of the *live* hogs sent to this market, the quantity taken by packers was small, the weather and season being unfavorable; and almost the entire receipts of this species of stock were slaughtered for local consumption.

There is a large consumption of ice by the butchers and packers, the ice being stored generally by themselves and of inferior quality; but at least 55,000 tons of Northern and other ice are yearly consumed by our citizens for their domestic purposes. Its introduction *from abroad* began as late as 1827.

OYSTER, FRUIT AND VEGETABLE PACKING.

In connection with the provision business of our city, the packing of Oysters, Fruits and Vegetables, has, within the last twenty years, grown to an importance in Baltimore, which has not only given our city a special reputation in this trade, but by attracting attention from abroad, has induced a large immigration. In fact, Maryland has a monopoly of the *best kinds* of *two* of the greatest luxuries: oysters and White Heath peaches.

The trade in oysters, hermetically sealed, it is reported, has, within the two last years, greatly exceeded that of any previous year. It was estimated, in a review of the commerce in this article during 1868, that ten millions of bushels of the Chesapeake bivalve were consumed during that period, two-thirds of which quantity were hermetically sealed, requiring fully 20,000,000 of cans annually. If we add to this an equal number of cans for the fruits and vegetables packed within our borders, the vastness of this trade becomes evident.

The census returns furnished to us in advance for this work show that, in 1870, there were, in Baltimore city, thirteen oyster, fruit and vegetable packing establishments, employing two thousand four hundred and seventy-six hands, the productive value of whose labor is recorded to have been $2,692,612. This is the official return; yet, we confess, it seems scarcely to comprehend the large capital and industry employed in this important and lucrative branch of Baltimore trade.

The extent of the oyster beds of the Chesapeake Bay and its affluents is about 373 square miles, ninety-two of which are closely covered, and the remainder scattering. This field could be made to give profitable employment to 20,000 laboring men, under the wise administration and enforcement of proper laws for the culture, protection and taking of this delicious shell fish. Almost every bend of our bay shores, protected from storms, would become a source of abundant supply, if not wealth, to the husbanding planter of oysters; while the shores of the whole bay and rivers, honestly and discreetly managed, would yield wealth to the proprietors for centuries to come, and sufficient revenue to the State to save the people from a large part of present taxation. But, under the present reckless system of dragging and dredging, it has been predicted cer-

tainly that our renowned oysters will in a few years be almost entirely destroyed.

The extent of the beds is shown by the following tableau given in the last, and excellent, report of the Commander of the Maryland "Oyster Fleet."

LOCALITIES.	Square Miles.	Remarks.
Swan Point, Kent county,	6	Scattering.
Chester river,	30	"
Sandy Point to Thomas Point, Anne Arundel county,	11	"
Love Point to Kent Point, Queen Anne's county,	8	"
Thomas Point to Horse Shoe Point, including South and West rivers, Anne Arundel county,	20	10 Close, 10 Scattering.
Eastern bay and Miles river, including Poplar island,	50	Scattering.
Horse Shoe Point to Holland's Point, Anne Arundel county,	8	"
Holland's Point to Patuxent, Calvert county,	8	"
The Choptank river, including Sharp's island and the outside of Tilghman's island,	30	"
The Hudson river, Dorchester county,	15	Close.
From the Patuxent to the Potomac,	8	Scattering.
From the Hudson river to Hooper's straits, Dorchester county,	10	"
Honga river and Hooper's straits, Dorchester county,	12	"
Fishing bay, Dorchester county,	10	"
Nanticoke river, Dorchester and Wicomico counties,	14	"
Monie bay and Wicomico river, Wicomico and Somerset counties,	12	Close.
Holland's straits, Dorchester county,	7	Scattering.
Kedge's straits, Somerset county,	2	"
Manokin river, Somerset county,	7	Close.
Big and Little Annamessex rivers, Somerset county,	10	Scattering.
Tangier Sound, including Holland's straits, Dorchester, Wicomico and Somerset counties,	50	Close, but thin.
Potomac river and tributaries,	20	
The Patuxent river,	10	Scattering.
From Hooper's straits to the Virginia line, on the Bay shore,	15	Scattering.
Total,	373	

The following is the list of the Vessels and Canoes licensed in Baltimore City and each County in the Season of 1868-1869.

COUNTIES.	Dredging Vessels.	Tonnage.	Tong'g Canoes.
Queen Anne's,	1	25	105
Talbot,			246
Worcester,			81
Kent,	1	24	93
Anne Arundel,	20	256	222
Somerset,	338	4,726	246
Wicomico,	12	143	110
Dorchester,	46	1,316	257
Prince George's,	1	42	
Charles,	1	29	22
St. Mary's,	2	32	336
Calvert,	1	28	189
Baltimore city,	240	6,039	
Total,	563	12,660	1,907

The five hundred and sixty-three dredging vessels last season employed 2,107 white men and 1,453 negroes. The canoes employed about 3,325 in all, with the same proportion of white and negro labor, making a total of 6,885 men, independently of the labor employed in the carrying trade, which would probably swell the number to between 9,000 and 10,000 hands employed *afloat* in the oyster business.

That the exhaustion of the oyster crop of the Chesapeake by improvident modes of taking the fish, is surely and rapidly going on, is proved conclusively by the inadequate supply and inferior quality of the last season; so that it is to be hoped we shall not, in a very short time, be deprived not only of the trade, but of the *luxury itself*, by the failure of our Assembly to exercise that prudent firmness of legislation which will protect the beds of our bay from the senseless rapacity of fishermen and packers.

In what quarter of the world would not the failure of the Chesapeake oyster be mourned as a calamity?

And this leads us, finally, to remember, that it is to our bay and rivers that the country is indebted for the "Canvas-back duck," the

"Red-head," the "Bay Mackerel," the "Soft Crab," the luscious "Hog-fish," and those vast stores of "early vegetables and fruits," which, transported from our warm Southern shores, in our fleet steamers, gratify the gourmands of New York and Boston within twenty-four hours after their departure from the Chesapeake. Our gardens are renowned for the excellence of their products. We gave, through our French gardeners, (refugees from Acadia and San Domingo,) the *salsafis*, and egg-plant, and okra, and tomato to the Union. No where in the nation can people "live better" than in Baltimore; and no where have they a finer and more healthful climate, or a more genial society in which they may enjoy their living.

Biographical.



Horace Abbott

HORACE ABBOTT.

We have been so long accustomed to regard the military and naval achievements of our arms on land and sea as alone deserving commemoration, that those of civic life have come to be almost overlooked. But "Peace hath her triumphs no less renowned than War," and they who *build* cities and develop their resources merit commendation no less than those who *defend* and save them by skill and heroism. Truly the representative men of this country are self-made, and their lives serve to "point the moral and adorn the tale" which, telling what has been accomplished by honest purpose and persistence, incites others to imperil "the golden opportunity," to attain eminence and influence among their fellow-men. These men, whose humble beginnings and earnest efforts were crowned by an accurate and self-reliant judgment, have won the confidence and respect of the communities which they have benefited, are living examples which prove that industry, stedfastness and willing hands are the essentials to success. Prominent among those men whose energy and enterprise caused him to achieve those meritorious labors which proved of such incalculable value to the Government during the late civil war, stands Horace Abbott, who was born in Worcester county, Massachusetts, in July, 1806.

Trained from early boyhood in the New England school of thrift and industry, he was at the age of sixteen bound apprentice to a blacksmith. Faithfully serving his term of apprenticeship until he was twenty-one years old, he worked for two years longer at his trade as a journeyman, and may then be said to have fairly entered upon the successful career which has since distinguished him. First starting upon his own account, he set up a country blacksmith shop which he continued in successful operation for six years. In 1836 he removed to Baltimore. His attention had already been drawn to the business of forging lapped iron work; and the facilities offered in this city—the convenience of its supplies of iron and coal and means of water-shipment—determined him to devote himself here to the development of this important branch of manufacturing industry.



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He secured the "Canton Iron Works," then owned by Peter Cooper, Esq., of New York, and for fourteen years prosecuted steadily the business of making wrought-iron shafts, cranks, axles, &c., for steamboat and railroad purposes, during which time he forged the first large steamship shaft wrought in this country. This shaft was for the Russian frigate *Kamtschatka*, built in New York for the Emperor Nicholas I., and such was the interest manifested in this huge production of wrought iron, as it was then considered, that it was exhibited at the Exchange in New York, and was doubtless the means of stimulating others to similar feats of enterprise and skill. This shaft weighed about 26,000 pounds. Other heavy shafts were subsequently forged at the same works, which had now acquired a just celebrity throughout the Union for the great size and excellence of its productions. Not satisfied with his achievement in this line alone, Mr. Abbott, in 1850, built a rolling mill, capable of turning out the largest rolled plate then made in the United States. The advantages enjoyed by such an establishment over the manufacturers of smaller plates, led to a vast accession of business, so that in 1857 Mr. Abbott was induced to erect another rolling mill of the same size and capacity with the first. In 1859 he found it necessary to add a third rolling mill to his now extensive works, which addition was just completed at the commencement of the civil war in 1861.

The immense demands which the war occasioned at once gave full employment to Mr. Abbott's works, and the heavy and urgent requisitions of the Government were met with a corresponding energy of production. The largest orders were filled with a promptness and fidelity which elicited the special thanks of the departments and the praise of the officers to whom the work was delivered. On one occasion, in 1863, Mr. Abbott completed an order for 250,000 pounds of rolled iron in forty-eight hours, and received from the Secretary of the Navy a letter in commendation of his fidelity and energy. When Captain Ericsson designed the first "*Monitor*" he was apprehensive that this country contained no mills of sufficient capacity to furnish armor plate of the requisite thickness and dimensions for this form of iron-clad, and was under the impression that he would be compelled to order them from England. Before doing so, however, he applied to Mr. Abbott, who, realizing the emergency, but feeling equal to the task, promptly undertook to furnish whatever was needed. The plates were manufactured and delivered in a shorter time than had been anticipated. The *Monitor* was completed and ready for sea in time to engage the hostile ram "*Merrimac*" in Hampton Roads, and prevent her from accomplishing her mission of

destruction among the wooden craft of the navy then lying in the roads. In her encounter with her formidable adversary, the *Monitor* was so effectually protected by her armor that not a plate was pierced or injured, and a new era was inaugurated in the history of naval architecture and warfare. Subsequently Mr. Abbott furnished the armor-plates for nearly all of the vessels of the *Monitor* class built on the Atlantic coast, and also for the *Roanoke*, *Agamenticus*, *Monadnock*, and other large iron-clads. At the close of the war, in 1865, an association of capitalists purchased the "Canton Iron Works," and organized a joint stock company under the corporate name of the Abbott Iron Company of Baltimore City. Mr. Horace Abbott was unanimously elected President of this company, which position he held for some time.

The works themselves, commonly known as the Abbott Iron Works, situated immediately on the line of the Philadelphia, Wilmington, and Baltimore Railroad where it enters the city, and close to the water's edge, present a striking and imposing spectacle to all travelers entering or leaving Baltimore either by that road or by water. At night the effect is peculiarly picturesque. The works lit up by the glare of numerous forges and furnaces, with tongues of flame darting from their many chimneys, alive with the bustle and resounding with the labor of hundreds of stalwart men, working not unfrequently in the fierce heat stripped to the waist, suggest to the imagination the fabled workshops of the Cyclops. The glare illumines the river and the sky, and at a distance presents the effect of a city on fire. One thousand men are employed night and day in these extensive works, whose capacity of manufacture in one single department, that of railroad iron, is equal to one hundred and forty tons per day.

The rolling mills are now four in number, with a fifth in course of erection. The original mill, built by Mr. Abbott in 1850 for rolling plate and boiler iron, contains four heating and two puddling furnaces, a pair of eight-feet plate-rolls and a train of muck-rolls. At the time it was built, this mill was the largest of the kind in the United States, and it was predicted that it would ruin its projector. Now, mill No. 2, completed in 1857, contains three heating and two puddling furnaces, a Nasmyth steam hammer, one pair of eight-feet and one pair of ten-feet rolls,—the latter being the largest plate-rolls ever made in this country. Mill No. 3, built by Mr. Abbott in 1858 for manufacturing thin plates for gas-pipe, boiler tubes, &c., contains two heating furnaces and a pair of five-feet rolls. Mill No. 4, completed in 1860, contains three heating and four double puddling

furnaces, a pair of ten-feet rolls, a pair of "breaking-down" rolls, a Nasmyth hammer, and other machinery of the most approved character.

Although now retired in great measure from active business life, Mr. Abbott is still an earnest and efficient worker in many ways. He is identified with various enterprises of public utility, and is always ready to assist from his ample means those which tend to benefit the community, particularly in the construction and development of railroads. He is a director in the First National Bank, of which institution he was one of the founders, and also a director in the Baltimore Copper Company, and in the Union Railroad of Baltimore city. Mr. Abbott now resides permanently at his country home, immediately adjoining the limits of Baltimore city, overlooking from its commanding site the scene of his former labors and successes. He married in 1830 Miss Charlotte Hapgood; but of seven children which have crowned their union but one survives, a daughter, married to Mr. Isaac M. Cate, of Boston; another daughter, now deceased, married Mr. John S. Gilman, president of the Second National Bank of Baltimore, and for many years the junior partner of the firm of H. Abbott & Son.

A man of deeds rather than words, and of irrepressible perseverance, his straightforward manner and practical knowledge have won him the confidence of his associates: while his exertions have enabled him to surmount all obstacles, and made him an exemplar to all on the eve of entering active business life. Throughout a long life of usefulness he has maintained a character unsullied by any act which could detract from his value as a citizen or his merit as a man.



A. S. Abell.



W. P. Abbott

ARUNAH S. ABELL.

ARUNAH S. ABELL, the founder and now sole proprietor of that widely-known and influential journal, "THE BALTIMORE SUN," and for more than thirty years a co-proprietor of the Philadelphia *Ledger*, necessarily finds a place among the most prominent and useful citizens of Baltimore. As none, perhaps, among those of whom mention is made in this volume, have exercised a more immediate and controlling influence over the community than he, so it may be safely affirmed that none can furnish a more instructive or honorable record of success achieved by patient industry and well-directed effort, and of a triumphant rise from small beginnings to position and wealth.

Mr. Abell was born in East Providence, in the State of Rhode Island, August 10th, 1806. His grandfather, Robert Abell, was the grandson of Sir Robert Abell, a member of Parliament, four of whose sons emigrated to America to avoid religious persecution, and to find a peaceful asylum in this country.

Robert Abell served with honor and distinction in the war of the Revolution. His son, Caleb Abell, the father of the subject of this sketch, was an officer in the war of 1812, connected with the Quartermaster's Department; during the whole of that contest he discharged the duties of his position with a scrupulous integrity and fidelity which were his distinguishing characteristics through life, and when the war was ended, resigned his commission and retired from the service of the Government a poorer man than when he entered it. In the community in which he lived and died, he was held in the highest esteem, and for a period of thirty-six years was called successively to fill various local and civil offices of trust and honor. His wife, the mother of Arunah S. Abell, was Elona Shepherdson, daughter of Colonel Arunah Shepherdson, and is described by those who knew her, as a person of superior character and intelligence.

Having received at school—to which he was early sent and where he obtained credit both for good natural parts and for habits of

application—the elements of a plain education, Arunah S. Abell was placed, when little more than fourteen years of age, in the store of Mr. P. Bishop, a dealer in what were called, in those days, "West India goods." Here, while employed as a clerk and a salesman, and receiving his first practical initiation in the methods and habits of business, young Abell conceived the idea that for him the road that leads to fortune lay in another direction. He had a strong desire to enter a printing office, and, beginning with the practical part of the profession, to qualify himself eventually for the management of a public journal. To this step the consent of his father was necessary, which having obtained, in October, 1822, he forsook the counting house, and entered, as an apprentice, the office of the Providence *Patriot*, to learn the noble art of Gutenberg, of Caxton, and of Benjamin Franklin. The *Patriot* was a Democratic journal of the Jeffersonian school, at that time conducted by Messrs. Jones & Wheeler. These gentlemen were printers both to the State and Federal Governments, and had necessarily an extensive book and job office. With them, Mr. Abell served a regular apprenticeship, and when "out of his time," bidding adieu to the home and associations of his youth, started out to seek his own fortunes and to see the world. For the purpose of seeing to better advantage so much of it as lay between Providence and Boston, he took a seat on the outside of the coach which, in those days, before railroads were, furnished the usual conveyance between the two cities. Arrived at Boston, armed with letters of introduction to Mr. Greene of the *Post*, and Mr. Buckingham of the *Courier*, two of the most influential newspaper men in that city, he speedily obtained employment as a journeyman in one of the best offices in Boston, where he soon gave such evidences of his capacity, that he was promoted to the position of foreman. About this time, his friend, Mr. Greene was appointed by President Jackson, Postmaster of the City of Boston, and offered Mr. Abell a lucrative clerkship in the Post Office under him. This, however, the latter declined, thanking Mr. Greene for his kindness, but at the same time telling him that he had a definite object in life which he was resolved to pursue, and from which he would not permit any prospect of gain or promotion, in any other career, to divert him.

In those days, as now, New York was the great centre to which young ambition and enterprise turned for the realization of their hopes, and to that larger field young Abell was tempted to direct his steps. He carried with him letters of introduction and recommendation to Major Noah and Colonel Webb of the *Courier*, Colonel

Stone of the *Advertiser*, and Colonel Morris of the *Mirror*. By these gentlemen he was received with kindness, and put in the way of immediate employment. He formed the acquaintance, in New York, of numerous members of the craft, who, like himself, have since, in other cities and parts of the country, become distinguished as editors, proprietors, and publishers of newspapers, and with many of whom he has kept up unbroken relations of friendship and habits of intercourse. Among others he became acquainted with William M. Swain and A. H. Simmons, both practical printers; and men of shrewd sense and observation. One of these gentlemen proposed to Mr. Abell to join them in establishing a penny paper in New York city. It was then the infancy of the "Penny Press." Acting upon the hint thrown out by the celebrated Henry, afterwards Lord Brougham, men of sagacity and enterprise both in England and America, had taken the initiative in establishing cheap newspapers. The experiment, then only recently tried in New York, had already proved a success, and Mr. Abell considered that particular field so far occupied, that he was unwilling to repeat the venture in that city. He accordingly declined the proposition which was made to him, but offered, if the others were willing to join him, to engage in the same undertaking in the city of Philadelphia, where no penny paper then existed. His offer was accepted, and on the 29th day of February, 1836, the following articles of agreement were drawn up, and signed by the parties whose names are appended. The original document, handsomely framed, hangs in Mr. Abell's dwelling, and will, doubtless, be handed down as a cherished heir-loom in his family:

[COPY.]

"This article of agreement made at New York, this twenty-ninth day of February, in the year one thousand eight hundred and thirty-six, between William M. Swain, Arunah S. Abell, and Azariah H. Simmons, printers, all of said city, witnesseth:—That said parties have this day entered into partnership as equal partners, both in law and equity, under the firm of Swain, Abell & Simmons, for the purpose of publishing, and in the publication of, a daily penny paper, (neutral in politics,) to be entitled "The Times," in the city of Philadelphia, State of Pennsylvania, to be commenced so soon as the requisite materials, room, &c., can be advantageously procured. Said parties are to appropriate each an equal amount in money, and are each to devote his time and energies either as printer or in such other capacity as shall be deemed most conducive

to the interest of said firm, to the commencement, establishment and success of said paper. In case of a difference of opinion with regard to any measure of policy to be pursued, not expressed above, the views of two shall be the governing principle. In witness whereof we, the parties to these presents, have each hereunto subscribed our names, the day and year above written.

(Signed) WILLIAM M. SWAIN,
(Signed) ARUNAH S. ABELL,
(Signed) AZARIAH H. SIMMONS."

Such was the beginning of the memorable association of Swain, Abell & Simmons, which lasted for nearly a quarter of a century, until dissolved by death, and which resulted in the establishment of two of the most successful, widely circulated and influential journals in the United States, published in two of its largest cities, the *Public Ledger*, in Philadelphia, and *The Sun*, in Baltimore. Having formed their plans, the partners lost no time in putting them into execution. They gave up their situations in New York, removed to Philadelphia, the necessary orders for type and materials were given, and everything gotten ready for the issue of their first number. As will be seen from the above "Agreement," they had given to their paper beforehand, the name of "*The Times*," and a heading with that name had been cast for use. They then suddenly learned that a paper had been previously published in Philadelphia under that title, and had failed. Not wishing to start with a name of ill-omen or to have their young enterprise regarded as an offshoot or revival of a defunct concern, the partners resolved upon a change of name. Mr. Abell made the happy suggestion of the title "*Public Ledger*," which was adopted, and has since become in the city of Philadelphia, and throughout a large portion of Pennsylvania, a household word.

On Friday, March 25th, 1836, within less than a month after the partnership had been formed, the first number of the *Public Ledger* made its appearance—"price one cent, or six cents a week." It was at first coldly received, and two of the parties became so much discouraged as to propose a discontinuance of publication. Mr. Abell, however, urged so strenuously the policy of holding on, at least until their funds were exhausted, that the confidence felt by his copartners in the soundness of his judgment led them to defer to his wishes, and they did "hold on," with what splendid results need not now be told. A series of vigorous articles, taxing

the citizens of Philadelphia with a want of liberality and public spirit, with an unreasonable prejudice against the enterprise of persons "not to the manner born," and a general narrow-mindedness and sluggishness to business matters, served to awaken attention to the new daily, and contributed to its popularity among the younger and more enterprising business men who felt the truth and force of its pungent observations. The business of the paper was now established upon a sound and paying basis, and having no further misgivings about the future success of the *Ledger*, it occurred to Mr. Abell, in the spring of the following year, to visit Baltimore for the purpose of determining the feasibility of establishing a penny paper in that city. A suggestion from him to that effect meeting with the hearty approval of his partners, Mr. Abell, in April, 1837, visited the Monumental City for the first time. There were then published in Baltimore, a number of respectable and well-conducted journals, but not a single penny paper. They were all "six pennies." To the editors of these journals, Mr. Abell brought letters of introduction, and he then formed the acquaintance, among others, of Messrs. Dobbin, Murphy & Bose of the *American*, Mr. Gwynn, of the *Federal Gazette*, Mr. Harker of the *Republican*, Mr. Poe of the *Chronicle*, Mr. Monroe of the *Patriot*, and Messrs. Streeter & Skinner of the *Transcript*. It cannot be said, however, that any of these gentlemen with whom Mr. Abell conferred in regard to his plans, held out much encouragement as to the success of a new paper. In fact the times seemed singularly inauspicious for any enterprise of the kind. The year 1837 was one of unprecedented disaster and gloom in all commercial and business circles, and all classes shared the general depression. Mr. Abell, however, felt persuaded that a penny paper would make its way where other enterprises might fail. He returned to Philadelphia, impressed with this idea, and obtained the approval of his partners to hazard the experiment, upon condition that he should assume the immediate responsibility and personal control. This, although he had just passed through a similar trial of patience and faith, incident to the first establishment of the *Ledger*, he consented to do. With the same rapidity that had characterized their proceedings in regard to that paper, when once their minds were made up, type and materials were ordered, one of the best cylinder presses of that day purchased from the Messrs. Hoe, an office taken on Light street, and on the 17th of May, 1837, the first copy of THE SUN was left at the door of nearly every house in Baltimore. In its salutatory,

the new paper clearly defined its mission to which it has since faithfully adhered. It declared that its object was to furnish a paper, equal to any, at a price which would bring it within the means of all who could read, and of the large number of persons to whom the more expensive dailies were inaccessible. The experiment, novel in Baltimore, was justified by reference to the success which had attended the penny press in England, in New York and in Philadelphia. The article boldly magnified the office of that press as a beneficent, moral agent, diffusing information and knowledge among the poor and humble. It also made some distinct pledges as to the rules which should govern the editorial conduct of the paper, from which we extract the concluding portion.

"We shall give no place to religious controversy, nor to political discussions of merely partisan character. On political principles and questions involving the interest or honor of the whole country, it will be free, firm and temperate. Our object will be the common good, without regard to that of sects, faction or parties; and for this object we shall labor without fear or partiality. The publication of this paper will be continued for *one year at least*, and the publishers hope to receive, as they will strive to deserve, a liberal support."

THE SUN was well received. In less than three months, it had a larger circulation than the *Ledger* had attained at the end of nine months. Within a year it circulated more than twice as many copies as the oldest established journal in Baltimore. It is believed that its success was more immediate and more rapid than has attended the advent of any similar enterprise in the United States. At that time (1837) the population of Baltimore was about 90,000; it is now in the neighborhood of 300,000. The circulation of *The Sun* has kept pace with this large increase, besides extending into every part of Maryland, and to those portions of adjoining or neighboring States, which have been brought into close connection with Baltimore by means of railroads and postal facilities.

It was soon discovered that the original quarters in Light street were entirely too contracted for the growing business of the paper. Mr. Abell, accordingly, purchased the property at the southeast corner of Baltimore and Gay streets, long familiarly known as the "Old Sun Building," made such alterations as were necessary to adapt it to its new use, and in 1839 removed the whole establishment to that location. Soon, however, the same want of increased accommodation to meet the requirements of an increasing business, was again felt, and it was deemed desirable, that before making

another change, a site should be purchased, and a building erected which should be expressly designed for the purposes of the paper, and at the same time be an ornament to the city which had so generously fostered and rewarded the enterprise of the proprietors of THE SUN. To Mr. Abell was confided the task of selecting such a site. After mature consideration, the lot at the corner of Baltimore and South streets, in the very business heart of the city, was determined upon, and Mr. Abell effected the purchase of this valuable property—then occupied by five old brick buildings, one of which, at least, dated back to a very early date in the city's history—for a fraction less than $50,000. A more difficult and delicate question was the selection of a plan for the proposed building, which the proprietors of THE SUN, had already resolved, although it involved a cost far beyond what the mere necessities of a printing office might require, should vie with, if it should not surpass, any of the fine edifices with which the city was then adorned. It happened that just about this time Mr. James Bogardus, of New York city, a man of undoubted genius as well as mechanical skill, was seeking for an opportunity to test in practice his invention for the construction of iron buildings. His proposals had been but coldly received in New York, and he was almost in despair of finding a man intelligent enough to comprehend his plans, and liberal enough to aid him in their realization, when fortunately he submitted his views to the proprietors of *The Sun*. They gave to the plans of Mr. Bogardus the most serious and careful consideration, and were soon convinced of their entire feasibility. They believed that the substitution of iron for brick or stone as a building material, would be found not only advantageous on the score of economy and durability, but that it was free from any objection in point of safety, and might be made to subserve any purposes of architectural ornamentation and embellishment. Mr. Abell accordingly determined that the new building should be of iron, and erected according to Mr. Bogardus' plan. It was the first structure of the kind in America, if not in the world. It completely vindicated the genius and skill of Mr. Bogardus, who built it, and illustrated the sagacity and liberality of those for whom it was built. After it was completed, many persons came from other cities to examine it, and soon orders flowed in upon Mr. Bogardus in greater number than he could fill. To The Sun Building itself we find the following reference in a lecture delivered by William P. Preston, Esq., at the Mechanics' Institute, in Baltimore city, December 12th, 1865. He said: "While calling your attention to the prominent

and beautiful buildings of Baltimore it would be a great oversight to omit one of the most imposing structures of the city—*The Sun* Iron Building. It stands in its architectural beauty and utility a lasting memorial of quiet integrity, liberal enterprise and persevering industry. While the citizen may gaze upon it with pride and admiration, as an ornament to the city, the capitalist or the humblest man in the community may look upon it as an incentive to fruitful emulation. It will endure as a lasting monument to its founders, whose descendants may well point to it, as illustrative of the precept and example under which their ancestors rose through the medium of well-directed exertion to affluence and distinction. The building, which is entirely constructed of iron, finely cast and elaborately ornamented, is seventy-five feet long, fifty-six feet deep, and about sixty feet high. In digging its foundation it was found necessary to go down to the depth of twenty-five feet, and many thousand loads of gravel were removed, which was applied to the repair of the Hillen road in Baltimore county. The building rests upon thirty-one columns of Maryland granite, sunk below the level of the street, twenty feet high, and averaging two feet square. Each column has beneath it, resting on the hard gravel bed, a massive block of granite four feet square by one foot thick. If anything can defy the ravages of time, it is probably this foundation. It is gratifying to know that the iron work of this magnificent building—its ornamented columns—its full-length figures in *bas relief*, of Washington, Jefferson and Franklin, and its various well-executed medallions, were cast in our own city, at the foundry of Benjamin S. Benson, a valued member of this institute."

It may be added that Mr. Bogardus naturally preferred that the casting should be done in the city of New York, where he resided, and where at less expense and with more convenience to himself, he could superintend this part of the work, but Mr. Abell who has always an eye and a thought to the interest of Baltimore and of Baltimore mechanics, made it one of the conditions of the contract that the castings should be made in this city.

As an interesting historical coincidence it may be further mentioned, that the office of the first newspaper published in Baltimore, stood on part of the ground now occupied by THE SUN IRON BUILDING. The *Maryland Journal and Baltimore Advertizer*, was printed and published by William Goddard, in one of the old buildings, which were removed to make way for the present imposing structure. It was first issued on the 20th of August, 1773, and when in the

progress of the revolution, Mr. Goddard was called into military service, the publication of the paper was continued by his daughter, Miss Mary K. Goddard, who in the true spirit of the heroic women of that time, supported with feminine ardor the patriot cause. It would be curious to compare, if it were possible, the rude and clumsy press upon which Miss Goddard's revolutionary manifestoes were printed, with "Hoe's last fast," now in operation in the vaulted press-room of *The Sun* Iron Building, throwing off 40,000 impressions per hour.

When THE SUN was first started, and for sometime afterwards, Mr. Abell had the personal assistance of Mr. Simmons who, at that time, resided in Baltimore. Subsequently Mr. Simmons returned to Philadelphia, leaving *The Sun* in sole charge of Mr. Abell, the two other partners devoting their attention to the *Ledger*. This arrangement continued until the death of Mr. Simmons, which occurred December 9th, 1855, and which dissolved the original copartnership of Swain, Abell & Simmons. The two surviving partners immediately formed a new association, under the style of Swain & Abell, and continued as before the publication of their two papers, and the business of the printing offices connected with them. Although equally interested in each paper, it naturally happened that as Mr. Swain lived in Philadelphia, and Mr. Abell in Baltimore, the management of the *Ledger* and its concerns, fell to the charge of the former, and that of *The Sun* continued in the hands of the latter; an arrangement which was found productive of entire harmony, and which removed all occasion for interference or collision. Gradually, however, Mr. Swain's health began to decline, until he was unable to give to the *Ledger* his active personal supervision. The war too broke out, and Mr. Abell's duties in Baltimore became exceedingly difficult and onerous. His own position and that of THE SUN were not free from danger, when public journals were suppressed and their editors incarcerated at the mere will of a military commander, and to add to his other perplexities, his partner in Philadelphia took the extreme Northern view in the conflict between the sections. Under these circumstances, Mr. Abell notified Mr. Swain of his willingness to dispose of his interest in the *Ledger*, and finally, after considerable negotiations and many delays, on the 3d of December, 1864, the *Ledger* was sold to Mr. George W. Childs, the publisher, and the Messrs. Drexel & Co., bankers, of Philadelphia. After the sale of the *Ledger*, *The Sun* was conducted by Mr. Abell alone, as agreed upon between his partner and himself, until February 16th, 1868, when Mr. Swain

departed this life in the sixtieth year of his age. Since the death of Mr. Swain, Mr. Abell has sold his interest in the *Ledger* Building and other real estate in the city of Philadelphia, which he held in common with his late partner, to Mrs. Swain and her two sons, and they in turn have sold to Mr. Abell all their interest in the SUN IRON BUILDING and other real and personal estate in the City of Baltimore—thus completely severing the interests which were formerly joint.

Having traced the history of THE SUN from its origin to the present time, it may not be improper to call attention to several enterprises with which Mr. Abell has been incidentally connected and to which he has contributed valuable support. By the introduction of the rotary printing machines, the invention of Mr. Richard M. Hoe, of New York, the art of printing has been nearly revolutionized, and the world immensely benefited. After Mr. Hoe had conceived the idea of placing type on a horizontal cylinder, revolving on its axis, while the sheets of paper were pressed against it by smaller cylinders, and thus received the impression, he constructed two machines upon this improved plan, and offered them to the leading journals of New York. The invention was at once pronounced impracticable, and none of the publishers of newspapers were willing to try the rotary presses. It was insisted that in the rapid revolution of the cylinder the type would fall out, and, becoming entangled in the machinery tear the presses to pieces. Mr. Hoe then offered the machines to Messrs. Swain, Abell & Simmons, who at that time were looking for new presses. They first examined and then purchased the machines which the New York publishers had rejected. They ran with precision and accuracy, and without the slightest accident from the time they were put up, until October, 1870, during which period not less than 500,000,000 of impressions of the Daily and Weekly SUN were struck off by them. They were of the four-cylinder class, averaging about 12,000 impressions per hour. At the date last mentioned, in order to meet the demands of the increased and still increasing circulation of *The Sun*, Mr. Abell substituted for them two splendid machines, Hoe's latest improved invention, of sixteen-cylinder capacity, and capable, at ordinary speed, of throwing off 40,000 impressions per hour. Since the time that the proprietors of *The Sun* and *Ledger*, put in use the first of these rotary machines, Hoe's presses have come into general use throughout the civilized world. The Paris paper *La Patrie*, had the first in use in Europe; *Lloyd's Weekly Newspaper* in London, the second; there are now in England and France several of these

machines, varying in size and capacity, from two cylinders up to the ten-cylinder monsters, which are used to print the London *Times*.

So in the case of the electric telegraph—the wonderful invention of Professor Samuel F. Morse—and perhaps the greatest of all the wonderful achievements of modern science. In 1838 or 1839 Professor Morse, having completed his invention, was an applicant to Congress for assistance to enable him to test its value by practical experiment; assistance, which, it will be remembered, that body long refused, treating the invention as a chimera and its author as a mere visionary and dreamer. In the course of his efforts to enlist the support of the public press, Professor Morse visited Baltimore, and made the acquaintance of Mr. Abell, who, after a careful consideration of the subject, became a thorough convert to the Professor's views, and threw all the influence which *The Sun* could exert with reference to an untried theory in favor of his invention. At length an appropriation of $30,000 was obtained from Congress for the construction of an experimental telegraph line from Baltimore to Washington. The line was put up, and the first document of any length transmitted over the wire was the President's message, telegraphed to the Baltimore *Sun* with so much accuracy as to create universal astonishment. As a matter of scientific history the *Sun's* telegraphic copy of the message was reprinted by the Academy of Sciences, at Paris, side by side with an authenticated transcript of the original. When a company was afterwards formed for the extension of telegraphic communication from Washington to New York, Messrs. Swain, Abell & Simmons were associated in the enterprise with the Hon. Amos Kendall and B. B. French, of Washington, Professor Morse and Richard M. Hoe, of New York, and others, who were the pioneers in this great work. Thus it will be seen that the BALTIMORE SUN and its founders and proprietors were largely and usefully instrumental in the first establishment and introduction of *three* great inventions or improvements of modern times, viz.: the construction of iron buildings, the use of rotary printing machines, and the magnetic telegraph.

Prior to the invention of the telegraph, and its daily and hourly use as the great vehicle for the transmission of news from all portions of the world, THE SUN had acquired considerable celebrity for its enterprise in the collection and publication of news. During the war with Mexico, by means of the organization of a "Pony Express," with relays of fleet horses, across those portions of Louisiana, Alabama, &c., where mail routes were circuitous and unreliable, THE SUN was enabled to furnish the country with the latest and

fullest information from our army in Mexico, and not unfrequently to give to the Government at Washington news of important military operations days in advance of its own dispatches. The same means were frequently employed to obtain important commercial news from New York, political intelligence from Washington or Annapolis, and election results from outlying and doubtful districts, in advance of the slower agencies of stage-coaches and packets. In the same spirit of sagacious enterprise Mr. Abell organized, in connection with Mr. Craig, afterwards agent of the Associated Press of New York, a carrier pigeon express for the transmission of news between the cities of New York, Philadelphia, Baltimore, and Washington. The pigeons for this service, about four or five hundred in number, were kept in a house on Hampstead Hill, near the Maryland Hospital for the Insane, and were carefully trained. Foreign steamer news was frequently obtained in this way, and on more than one occasion a synopsis of the President's message was brought by the pigeons to Baltimore immediately after the delivery to Congress, and published in extras to the great surprise of the public. This was the first pigeon express organized in this country, and was regularly continued until superseded by the magnetic telegraph.

While the progress of THE SUN has been thus steady and its success uniform, it must not be inferred that that progress has been unattended with difficulties, or that that success has not been achieved over obstacles. In the firm and conscientious discharge of their duties as public journalists, the proprietors of THE SUN have frequently incurred, in former days, the hostility of the violent and lawless elements of society which it was their business to rebuke. They have been threatened with mob violence, but the paper never swerved from its course in consequence of such threats. During the dark hour of the civil war, when what it considered the usurpations of arbitrary power, in like manner, incurred the censures of this journal, an order for the closing of THE SUN establishment and the arrest of the proprietor was issued by the War Department in Washington, and was about to be transmitted to the commander of this military department, when Mr. Abell received information of the fact in time to have an effective and earnest protest interposed against this high-handed proceeding, and the execution of the order was suspended. The motive which instigated the proceeding was betrayed the day after, when two noted politicians called upon Mr. Abell at his office, and desired to know if THE SUN could be purchased, and, if so, at what figure. They anticipated that with the

fate of other prints, which had been suppressed and their editors incarcerated, staring him in the face, Mr. Abell would be only too willing, if not thankful, to retire from his dangerous position and to be rid of his precarious property at any sacrifice. They were accordingly proportionably surprised and disappointed when they found that their design was thoroughly understood, and were told that THE SUN was not for sale at any price which it was in their power to offer. After the war was ended, THE SUN took the lead in counselling moderation and the exercise of a spirit of conciliation and forbearance on both sides, with the view of healing as rapidly as possible the wounds which the war had made, and of burying out of sight the animosities it had engendered. In this course it has steadily persevered, and there is reason to believe that its efforts have been attended with great good. In this, as in all the marked features of its editorial conduct, as well as in every detail of its prudent and successful business management, THE SUN has faithfully reflected the cautious, moderate, and conservative temper and character of its proprietor. THE SUN is emphatically what Mr. Abell has made it; and so strong has been the impress of his character and will, that it may now be said to have acquired an individual character of its own; it has traditions from which it never departs, grooves which it rarely leaves, a certain tone by which it is almost invariably distinguished. Here it may be remarked, and it is an illustration of what has just been said, that many of the persons employed about THE SUN office have been there for years. Not to speak of others who have grown gray in Mr. Abell's service in subordinate positions, and whom his sense of justice and natural kindliness have led him to retain, when their places might readily be filled by younger and more active men, Mr. John Ricketts, the skillful and experienced pressman, who, as chief of the press-room, has control of the costly and complicated machinery now used for printing THE SUN, filled the same position in the little establishment in Light street, where THE SUN first started nearly five and thirty years ago. Mr. John Habliston, the trusted and esteemed cashier of the present large concern, began more than thirty years ago as office-boy in the establishment, and Mr. Frederick Young, the chief of the composing-room, has filled that responsible post for more than twenty years. These facts at once give an insight into Mr. Abell's character, and furnish a key to one of the secrets of THE SUN's success.

While, however, Mr. Abell has known how to stand fast and hold on in some respects, resisting all temptations to fluctuation and change, in other particulars, as we have seen, he has been ready

enough to adopt new and useful improvements. In addition to those which have been already referred to, it may be stated that Mr. Abell was the first to introduce into Baltimore the "carrier system" for the distribution of newspapers, which has since been found so convenient both to publishers and subscribers as well as remunerative to the carriers themselves—who own their routes and make their own collections—that it has been adopted by all the papers of the city.

Another interesting and truly scientific improvement in connection with the art of printing which Mr. Abell was prompt to recognize and to adopt, is Mr. Craspe's ingenious process of stereotyping each day's paper, by means of a *papier maché* matrix or mould, made for each edition, which is taken from the face of the types as set up, and in which the plates are afterwards cast from which the paper is actually printed,—the whole process occupying scarce fifteen minutes. By this means THE SUN is printed every day from new plates cast for the purpose but a few minutes before the paper is put to press. The same process is used by the London *Times* and other leading journals in different parts of the world.

As the representative of his firm, and in his individual capacity, Mr. Abell has at all times subscribed to feasible projects for developing the resources and promoting the prosperity of his adopted State and city. Adhering strictly to the principle that no man ought to accept an office, the duties of which he has not time properly to attend to, and knowing that his position at the head of a journal like THE SUN, leaves him no time for other engagements, he has uniformly refused all offers of public position, trust, or honor. The presidency of chartered institutions has been frequently tendered to him, and even pressed upon him, but as invariably declined; and although he has been director of the Magnetic Telegraph Company, the Canton Company, and of various coal companies and other corporations, he has always been elected without desiring it, frequently without his knowledge, and sometimes against his consent. Outside of the management of a public journal, which was the dream of his boyhood, as it has been the gratified ambition of his life, and to which he has devoted all his energies and days, no man ever more firmly held or more consistently practiced the doctrine that "the post of honor is the private station."

With such a career as we have portrayed; with such qualities of prudence, judgment and foresight as have distinguished him, and with the habits of order, system, and punctuality which have marked his life, it is not remarkable that Mr. Abell's means have increased

until he is now ranked among the solid men of Baltimore. Apart from the profits of the two newspapers, *The Sun* and *Ledger*, his investments, whether in the coal-fields of Pennsylvania and Maryland, in stocks or in real estate in the city of Baltimore or elsewhere, have been safe, judicious and profitable. These tangible results of his career are another exemplification of what an upright, intelligent, industrious man, who devotes his mind and energies to a single object, may reasonably hope to accomplish. As an illustration of the constancy and tenacity with which Mr. Abell has pursued the great object of his life, it may be stated that, with the exception of a short tour in Europe a year or so ago, and a subsequent brief trip to Cuba and the Southern States, he has been for more than thirty-three consecutive years daily in the discharge of his duties and in attendance at the office of THE SUN.





Wm. J. Albert

WILLIAM JULIAN ALBERT

WILLIAM JULIAN ALBERT, the third son of Jacob and Caroline Albert, was born in Baltimore, August 5th, 1820. He is of German descent, his great-grandfather, Lawrence Albert, having emigrated from Würzburg, Bavaria, to America in the year 1750, and settled in Monaghan township, York county, Pennsylvania. Here, by thrift and industry he acquired a comfortable home, which was augmented by the diligence and [illegible] of Jacob, Andrew. The original estate still remains in the possession of the family. Jacob Albert, the father of the subject of this sketch, leading an agricultural life unsuited to his tastes, removed to Baltimore in the year 1803, and with a small capital, furnished by his father, embarked in the hardware business, in which, in the course of time, he accumulated a large fortune.

Mr. Albert was destined by his father for the profession of law, and pursued a collegiate course at Mount St. Mary's College, near Emmitsburg, Maryland, at which institution he finished his education in 1838, but the state of his health prevented his pursuing the course of study necessary to fit him for the bar. In 1838 he traveled for the benefit of his health through the Western States, and as far south as New Orleans, regaining his health and strength by the tour.

Returning to his native city, he determined to engage in mercantile business, and in 1838 became associated with his father and brother, Augustus Jones, in the hardware business, which they carried on with success until the year 1855, when they retired.

On the 15th of May, 1838, Mr. Albert married Emily J., daughter of Talbot Jones, a well known and respected merchant of Baltimore.

In 1850 he assisted in reorganising the Baltimore and Cuba Smelting and Mining Company, and as director from that time to 1862, devoted much of his time and energies to the interests of the company, who were engaged in the smelting of copper ore.



WILLIAM JULIAN ALBERT.

WILLIAM JULIAN ALBERT, the third son of Jacob and Rebecca Albert, was born in Baltimore, August 4th, 1816. He is of German descent, his great-grandfather, Lawrence Albert, having emigrated from Würzburg, Bavaria, to America, in the year 1752, and settled in Monaghan township, York county, Pennsylvania. Here, by thrift and industry he acquired a respectable fortune, which was augmented by the diligence and abilities of his son Andrew. The original estate still remains in the possession of the family. Jacob Albert, the father of the subject of this sketch, finding an agricultural life unsuited to his tastes, removed to Baltimore in the year 1805, and with a small capital, furnished by his father, embarked in the hardware business, in which, in the course of time, he accumulated a large fortune.

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On the 15th of May, 1838, Mr. Albert married Emily J., daughter of Talbot Jones, a well known and respected merchant of Baltimore.

In 1856 he assisted in reorganizing the Baltimore and Cuba Smelting and Mining Company, and as director from that time to 1862, devoted much of his time and energies to the interests of the company, who were engaged in the smelting of copper ore.

His prudence more than once restrained his associates from embarking in hazardous experiments in new processes for extracting the metal, which in all probability, would have proved ruinous; and during the whole period of his directorship, the company was eminently prosperous.

In the violent political agitation which followed the election of Mr. Lincoln to the Presidency in 1860, Mr. Albert espoused the Union cause, with zeal and energy, and brought all his influence to the support of the administration. At the first meeting of citizens of the Union party held in Maryland, which assembled at Catonsville, Baltimore county, to denounce the proceedings of South Carolina, and to pledge Maryland to the support of the Government, Mr. Albert presided.

At the outbreak of the war, and during its continuance, Mr. Albert remained firm in his political principles; and his social position made him a central figure in the various movements made with the object of preventing Maryland from joining the seceding States. In the Summer of 1861, he was appointed a member of a delegation, sent to wait upon the President, and solicit a portion of the patronage of the Government in behalf of the people of Baltimore, who were suffering in trade as a consequence of the strong antagonism of the dominant party in the city and State, to the administration; and this mission was entirely successful.

At this time Mr. Albert's house had become the headquarters of the friends of the administration, and the officers of the Army and Navy frequently enjoyed his hospitality. In 1863 the "Union Club" was founded for the purpose of supporting and centralizing the Republican party in the State, and Mr. Albert, one of the founders, became subsequently its president.

In the autumn of the same year he co-operated in the organization of the First National Bank of Baltimore, of which he has ever since been a director.

In the winter of 1863, a meeting of the friends of the Government was held at Mr. Albert's house, and it was resolved to call a convention to amend the Constitution of the State. With the co-operation of the Hon. Henry Winter Davis, and Judge Hugh Lennox Bond, a majority was returned favorable to the abolition of slavery.

During this winter Mr. Albert was elected president of the Maryland State Fair, intended to aid the Sanitary and Christian Commissions in their benevolent labors. The Fair was opened during the Easter holidays by President Lincoln, who was the guest of Mr. Albert. This is believed to be the only occasion on which Mr.

Lincoln during his Presidency partook of private hospitality, or entered a private residence as a guest.

In 1864 Mr. Albert was nominated by the Republican Convention as elector at large for the State, in the approaching Presidential election; and being elected, was chosen president of the Electoral College of Maryland.

The Constitution of 1864, having declared the abolition of slavery in Maryland, Mr. Albert turned his attention to the condition of the free blacks. He took a leading part in the foundation of the association for their moral and educational improvement, and has been its president since 1865. This association has already established at least a hundred schools in the rural districts alone, offering educational facilities to at least four thousand colored children, at an annual cost of fifty thousand dollars. This liberal bounty is derived almost entirely from private charity. In this connection should also be mentioned the "Normal School," situated in Baltimore, a seminary intended to supply teachers for the colored population; an institution which has ordinarily about two hundred pupils in attendance, and is estimated to have cost twenty-five thousand dollars.

The dissensions which arose in the Republican party during the Presidency of Mr. Johnson, greatly weakened their numbers in Maryland. A call was therefore made for those of the party who supported the policy of Congress, in opposition to that of the President, to meet at the Front street Theatre, to urge upon Congress the passage of the law known as the Civil Rights Bill. At this meeting Mr. Albert was chosen chairman.

In 1866 the Republican party in the fifth Congressional District, nominated Mr. Albert as their candidate for the seat in the House; and the nomination was repeated in 1868, in which year, also, he received their nomination as elector for General Grant, in the Presidential campaign.

During the period of the war, Mr. Albert was a member of the vestry of Grace Church; and his management of the affairs of the church, at a time when he was left alone by the resignation of the other vestrymen, will long be remembered by the congregation. For twenty-five years he has been the treasurer of the Convention of the Episcopal Church, in which office, despite differences of political feeling, he has ever retained the confidence of both clergy and laity.

Notwithstanding the many and arduous duties to which he was thus called, his warm sympathies with the soldiers of the

Union armies in the field, led him to miss no occasion of ministering to their comforts, or alleviating their sufferings. To this end he assisted in establishing the "Soldiers' Home," for sick and disabled soldiers, and also the Asylum for their orphan children. He visited the battle-fields of Antietam and Gettysburg, and ministered to the wounded on the field; and assisted Bishop A. C. Coxe, in his pious ministrations to the wounded and dying.

There is one incident in Mr. Albert's life which should not be omitted. In the latter part of the month of December, 1860, nothing seemed to portend the destruction of the Union more than the embarrassed condition of its finances. The treasury was empty, and the public credit apparently gone. Upon apprehensions being expressed at the Depository in Baltimore as to the ability of the United States to meet the interest on the public debt due on the first of the following month, Mr. Albert volunteered, in case the anticipated exigency should arise, to advance what would be necessary to defray the demands upon the Government in this city. Although it was not found necessary to accept his offer, it was none the less patriotic.

In person Mr. Albert is a man of striking and distinguished appearance, and of polished and agreeable manners.

JOHN C. BACKUS.

THE Presbyterian Church has been identified with the annals of Baltimore almost from its foundation, and very many of our most eminent merchants, whose foresight and enterprise built up the city, have been members of this denomination. Although at an earlier period records exist of Presbyterian gatherings, there were no settled minister and place of worship until 1763. The history of the first Presbyterian Church of this city has been one of singular power and prosperity, and all the other churches of the sect have grown out of it. It is also remarkable that in one hundred and eight years since the foundation of the first church, it has had but four pastors, viz.: Rev. Patrick Allison, D. D., from 1763 till 1802; Rev. James Inglis, D. D., from 1802 till 1819; Rev. William Nevins, D. D., from 1820 till 1835; while Rev. John C. Backus, D. D., the present pastor was settled in 1836, and has consequently occupied the pulpit for thirty-five years.

John C. Backus was born in New York and graduated at Princeton College. He entered the ministry, and when quite a young man passed through Baltimore on his way to New Orleans, and in December, 1835, a few months after the death of Dr. Nevins, preached in the first Presbyterian Church. On the 11th of April following he was elected pastor, and accepting the call was installed September 15th, 1836. Since then he has been completely identified with the church, and it being one of the oldest and most influential institutions in the city, some notice of its history may properly be given. Dr. Allison, toward the close of his ministry, prepared a brief history of the congregation, in which he says:—"In 1761 the advantageous situation of the town of Baltimore, induced a few Presbyterian families to remove here from Pennsylvania, and these, with two or three others of the same persuasion, who had emigrated directly from Europe, formed themselves in a religious society, and had occasional supplies, assembling in private houses, though liable to prosecution on this ground, as the province groaned under a religious establishment." Among these families were several men

who became eminent as merchants, John Smith and William Buchanan; followed shortly by William Smith, Robert Purviance, William Spear and others, all of whom exercised a very important commercial influence on the city, and whose descendants to-day, in many instances, reap the reward of their business enterprise.

In 1763, Mr. Patrick Allison was settled as the first pastor of the First Presbyterian Church, and in December of that year the congregation leased two lots on Fayette street, then called East street, and erected a small log church thereon, in the rear of the present Christ Church on Gay street. In March, 1765, finding this poor rude building inadequate for its purpose, another lot was purchased west of the old site, and a plain brick church was erected, forty-five feet long by thirty-five feet wide, containing thirty-six pews.

In 1771, the building which had been completed in 1766, was enlarged, and in 1772 an addition was made to the lot. In 1789 the congregation having been much increased in consequence of the growth of the city determined on having a new church. It was occupied in 1791, and continued in use almost seventy years, its site being that of the present United States Court House, on the corner of Fayette and North streets. The church was elevated some twelve feet above the level of the street, and its large portico and towers contributed to render it one of the most conspicuous buildings in the city.

When Dr. Allison was first settled, Baltimore contained only about thirty houses, and when he died in 1802, the city had become the third in the Union in magnitude, and the church established at first by only five or six families, one of the most flourishing in the country. Many of the most distinguished citizens of Baltimore were members of the congregation during this period, and prominently connected with the history of the city, as will be seen by the following names: John Stevenson, John Smith, William Buchanan, William Lyon, William Smith, James Sterret, William Spear, Jonathan Plowman, Dr. Alexander Stenhouse, John Boyd, Samuel Purviance, John Little, Samuel Brown, James Calhoun, Robert Purviance, William Neill, Hugh Young, John Sterret, David Stewart, Nathaniel Smith, Joseph Donaldson, Robert Gilmor, William Patterson, Christopher Johnston, Stephen Wilson, John Swan, Col. Samuel Smith, and Dr. Brown.

Dr. Allison was a very distinguished clergyman, and during the forty years of his pastorate acquired a reputation second to no minister in the country. He was a man of great executive ability, sound learning, and an ardent friend of civil and religious liberty.

He was one of the founders of Baltimore College and the Baltimore Library, and deeply interested in establishing schools. He was succeeded by Dr. Inglis, who had been elected as assistant pastor shortly before Dr. Allison's death, in 1802.

Dr. Inglis was also a very eminent man, a fine scholar, an eloquent preacher, and remarkable for his colloquial powers and fund of anecdote. Under his ministry the society greatly prospered, and several new congregations branched off from the parent church. On the opening of North street, which was previously an alley, the old parsonage was removed and a new one built in the rear of the church. In 1811, an organ was introduced, which at first, among the stricter members of the congregation, gave some dissatisfaction, and one or two families left the church, although the feeling soon passed away.

Dr. Inglis died suddenly on Sunday morning, August 15th, 1819.

The church continued vacant about one year, when Dr. William Nevins was chosen pastor. He was born in Norwich, Connecticut, graduated at Yale College, and pursued his theological studies at Princeton, New Jersey. He was settled in Baltimore, October, 1820, and his labors as pastor extended over a period of fifteen years, until his death, in 1835.

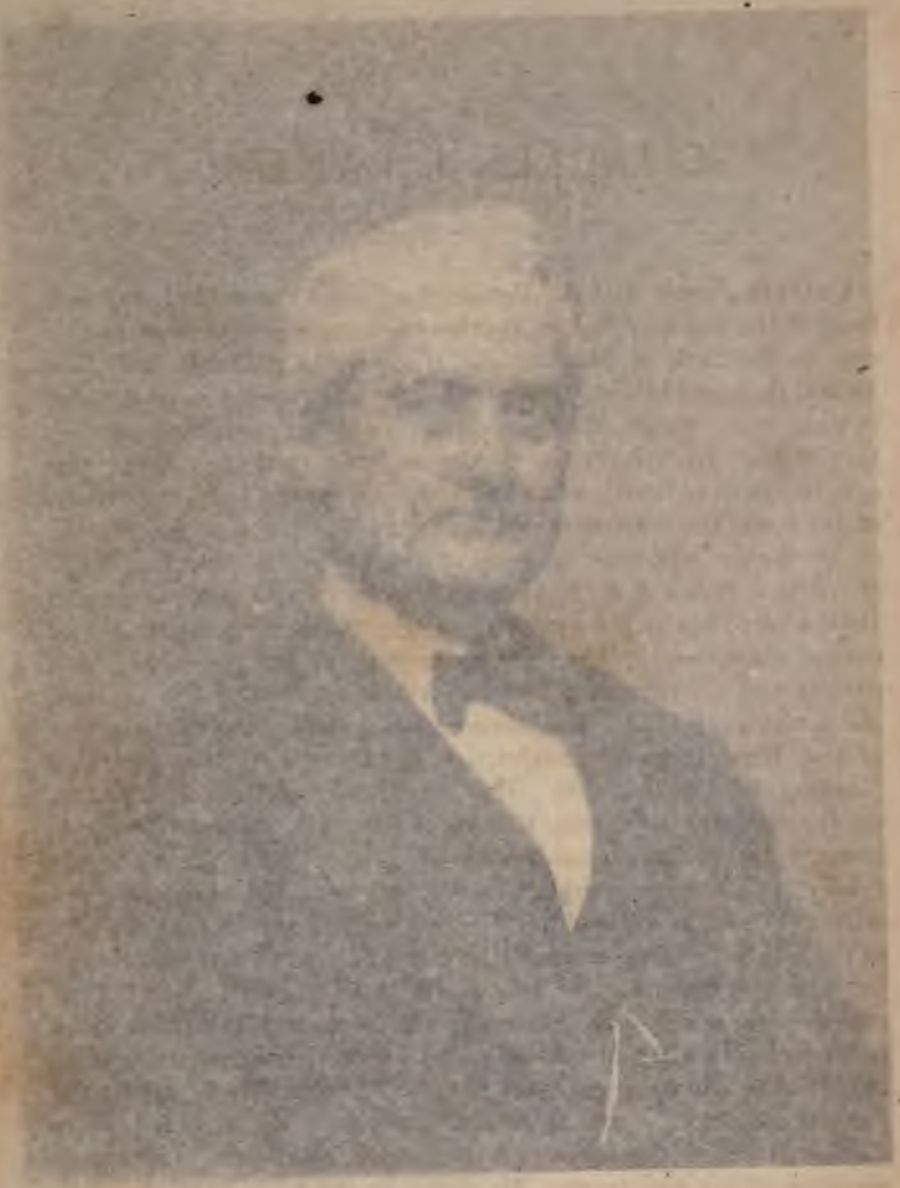
When Dr. Backus entered on his pastorate, the church membership was adorned by the distinguished names of Genl. Samuel Smith, Hon. Robert Smith, Robert Gilmor, James Buchanan, Alexander Fridge, Alexander McDonald, Judges Nisbet and Purviance, Messrs. George Brown, James Swan, James Cox, James Armstrong, James Campbell and Robert Purviance. All these were then living and holding the very highest stations in the community, and all are now dead. Since Dr. Backus commenced his labors the various Presbyterian congregations in different parts of the city have increased from three to fifteen, while the parent church has continued to flourish vigorously. The Franklin Street Church, on the corner of Cathedral street, was erected in 1846, and in 1851–2 the Westminster Church, on the corner of Greene and Fayette streets, was erected, occupying a part of the old burying ground of the first church. After the erection of the Franklin Street Church, it was resolved to remodel the parent church, which was accordingly done. The pulpit was removed and placed at the opposite end of the building, and the pews reversed. They had always been placed facing the doors, so that any belated individual was obliged to encounter the gaze of the whole congregation as he entered the church, which was very embarrassing to one of sensitive nerves. The time honored "green

arm-chair," directly in front of the pulpit, where the sexton sat in state with hymn book and rattan, also disappeared. The old brick floor, and the four wood stoves and long black pipes gave place to modern improvements, and the quaint aspect of the ancient edifice was greatly changed. At length the time came when the venerable building itself was obliged to give place to another structure. For many years the locality had been changing, offices and stores taking the place of dwellings and most of the congregation had moved far westward. In October, 1853, it was determined to erect another church and dispose of the old one, and ground was accordingly broken on the new lot, corner of Madison and Park streets, in July, 1854. The present beautiful structure of brown stone and of pointed gothic architecture was then erected and completed, with the exception of the tower, which remains unfinished. The final service in the old church was held on the last Sabbath of September, 1860, when Dr. Backus preached an historical discourse of very interesting character. The old site was purchased by the United States, the church was demolished, and in its stead the United States District Court House, of solid granite, was erected.





Charles J. Baker



Charles J. Baker

CHARLES J. BAKER.

CHARLES JOSEPH BAKER, President of the Canton Company and head of the house of Baker Brothers & Company, was born in this city on the 28th of May, 1821. His parents, William and Jane Baker, then resided at "Friendsbury," their country seat, situated in what is now the growing and rapidly improving northwestern section of the city, within the corporate limits, although fifty years ago, it was considered sufficiently remote from the built-up portions of the town, to be denominated country. The paternal grandfather of Mr. Baker, who was the head of the dry goods importing house of Willam Baker & Sons, once well known in this city, came to Baltimore to make his own way in the world at the early age of twelve years, having been left an orphan by the massacre of his parents and all the other members of the family, by the Indians, about the year 1750. The scene of the massacre was near the foot of the Blue Ridge Mountains, not far from the present town of Reading, in Pennsylvania. The grandfather of Charles J. Baker, on the mother's side, was Richard Jones, who emigrated to this country from Caernarvonshire, in Wales, in 1781, preceding his family, in order to provide a home for them, before sending for wife and children to join him. He settled in Baltimore, in the part of the city which has retained the name of Fell's Point, and began business as a manufacturer and dealer in paints and oils, a branch of commerce which three generations of his descendants have since continued. In 1793, Mr. Jones purchased and improved the beautiful site to which he gave the name of "Friendsbury," where the parents of Mr. C. J. Baker resided until their death, a few years since, and where the subject of this sketch was born. Like large numbers of his countrymen, Mr. Jones in early life, before his emigration to America, became a member of the Wesleyan Methodist Society, under the preaching and influence of its celebrated founder, whose personal acquaintance he enjoyed.

Charles J. Baker received his early education at home, and at boarding school, at the Franklin Academy in Reisterstown, Balti

more county, then under the charge of Mr. N. C. Brooks. Afterwards, he was sent for a short time to St. Mary's College, in this city, and, in 1835, entered the grammar school of Dickinson College, Carlisle, Pa. In 1837, he was admitted Freshman in the College proper, and graduated with the Class of 1841, under the presidency of the Rev. J. P. Durbin, D. D. During his stay at Carlisle, in 1838, Mr. Baker united himself in membership with the Methodist Episcopal Church, in that place. Upon the completion of his college course, he entered the counting-room of his father, who was then engaged in the manufacture of window-glass at the old Baltimore glass works, at the foot of Federal Hill. In 1842, he started in business with his brother, H. J. Baker, on their own account, in the paint, oil, and glass trade, at No. 2 N. Liberty street. Shortly after the firm became proprietors of the Baltimore Window Glass and Bottle and Vial Glass Works, previously carried on by Shaum & Reitz. In 1843, the brothers removed to No. 42 South Charles street, and enlarged their business, until, in 1848, they were enabled to purchase the two warehouses, Nos. 32 and 34 South Charles street, and changed the style of the firm to that of Baker & Brother. In July, 1850, their two warehouses, with all their contents, including $75,000 worth of glass, paints, &c., were destroyed by fire. Nothing daunted by this disaster, the firm immediately commenced the work of rebuilding, and, in the course of the following year, had finished the present five story warehouses, Nos. 32 and 34, on the same site. During 1850, the two brothers, Charles J. and Henry J. Baker, organized the firm of H. J. Baker & Brother in New York city, for the purpose of conducting the same business there, and also importing French glass and chemicals. In 1851, the firm in Baltimore was changed to Baker Brothers & Company, upon the admission of a new partner, Mr. J. Rogers, Jr., and so continued until 1865, when Charles J. Baker purchased the entire interest of H. J. Baker and Mr. Rogers, and admitted his two sons, William Baker, Jr., and Charles E. Baker, into copartnership, retaining the old style of Baker Brothers & Company.

As one of the results of a successful business career, as well as of the enterprising and liberal spirit which has contributed so largely to that success, Mr. Baker has become prominently and usefully identified with various mercantile and manufacturing interests in this city. In 1859, he was elected a director in the Franklin Bank, and in 1867, was chosen its president. In 1860, he was elected a director in the Canton Company, and in 1870, was elected president. He is also interested in the Maryland White Lead Company, the

Maryland Manufacturing and Fertilizing Company, and other kindred enterprises of associated capital and skill.

Through the energetic efforts of Mr. Baker, as president of the Canton Company, the Union Railroad, running from the northwestern limits of the city to tidewater, is being rapidly pushed forward, and will be of immense service to the business of Baltimore.

Nor have Mr. Baker's life and energies been so far absorbed in business pursuits and undertakings, as to make him neglectful of other and higher duties. His life as a citizen has not been uneventful. In 1859-60, he took an active part in the Municipal Reform movement of that year, and was a candidate for the second branch of the City Council on the same ticket with George William Brown, for Mayor, and was elected by a large majority. In the organization of the branch, although the youngest member, Mr. Baker was elected president; which position he continued to fill during the stormy and memorable days of April, 1861, and the period which followed,—acting as Mayor of the city, *ex officio*, from September, 1861, to January, 1862, while Mayor Brown was a prisoner in Forts Lafayette and Warren.

The interest in religious matters which led Mr. Baker to identify himself early in life with the Methodist Episcopal Church has never failed or ceased. In 1855, he was associated as trustee of Baltimore City Station with the late R. G. Armstrong, David Thomas, John G. Chappell, Dr. Roberts, and others, and was connected and prominently identified with various religious movements and enterprises, such as the extension and rebuilding of the Eutaw Street M. E. Church, the erection of the Madison Avenue M. E. Church, and in the cause of missions, particularly the German Mission, under Dr. Jacoby, in Bremen, Frankfort, and elsewhere in Germany. As one of the trustees of Dickinson College, he manifested his interest and kept alive his connection with the *Alma Mater* of his youth. The dissensions, however, which disturbed the peace of the Methodist Episcopal Church after 1860, led to Mr. Baker's withdrawal from the position which he held in that body. He assisted in organizing the Chatsworth Independent Methodist Church, and in building the present church edifice at the corner of Franklin and Pine streets, and, subsequently, in 1867, he aided in building the Bethany Independent Methodist Chapel at Franklin square.

The leading traits of Mr. Baker's character may be readily inferred from the foregoing incidents in his career. Energy and probity in business; a high sense of duty in all the relations of life, public and private; a spirit and temper firm in the recognition

and advocacy of principle, yet withal kindly and conciliatory, and always governed by the rules of Christian charity, and a liberal heart and hand in the support of all undertakings, secular or religious, which commend themselves to his sympathy and judgment, have made Mr. Baker widely respected, trusted and esteemed in this community.

Mr. Baker married, in 1842, Miss Elizabeth Bosserman, of Carlisle, Pa., daughter of Ephraim Bosserman, a merchant of that place.

JOSHUA BARNEY.

THIS distinguished naval commander was born in Baltimore, July 6th, 1759. Evincing an early predilection for the sea, he made several voyages at a very youthful age, and on one of them was, by the sudden death of the captain, placed in command of the vessel when only sixteen years of age. After many adventures abroad he returned to the Chesapeake in 1775, learning on arrival of hostilities with the mother country. He was the first officer to unfurl the American flag in Maryland on board the "Hornet" of ten guns, of which he was master's mate; and in June, 1776, was appointed lieutenant in the navy. On the 6th of June he sailed from Philadelphia in the "Sachem," commanded by Capt. Robinson, and soon captured a letter of marque brig after a fight of two hours. Bringing their prize into Philadelphia, and being transferred to the Andrea Doria of fourteen guns, they again sailed and captured the "Racehorse" of twelve guns. Barney was shortly afterward taken prisoner on one of his own prizes by the "Perseus" of twenty guns, cruising off the Capes of the Chesapeake, carried to Charleston, and released on parole. He was captured again in the "Virginia" frigate by the British squadron in the Chesapeake, and subsequently made a voyage to France. He was married in 1780 to a daughter of Gunning Bedford, of Philadelphia. He again sailed from that port in the U. S. Ship "Saratoga" of sixteen guns, which made several prizes, among others an English ship of thirty-two guns, which was boarded by Barney at the head of fifty men. He was ordered into the Delaware with his prize, but was again captured by a squadron of the enemy and carried prisoner to England. He adroitly escaped from prison, and after various adventures, once more landed in Philadelphia in 1782.

In a few days after his return home he was appointed to the command of the "Hyder Ali," a small vessel, carrying sixteen guns, and one hundred and ten men, being fitted out by the State of Pennsylvania to aid in destroying the numerous Tory craft, which, under cover of the British men of war, made great havoc with the

commerce of Philadelphia. She sailed on the 8th of April, 1782, in company with a fleet of merchantmen, with orders to convoy them to the Capes of the Delaware, and then return into the bay for its protection. On approaching Cape May road, the convoy was met by two ships and a brig, and put back up the bay again. The brig saluted Barney with a broadside, of which he took no notice, and then ran after the fleet, when the "Hyder Ali," waiting for one of the ships to come within pistol shot, poured into her a tremendous fire, and then, as she fell along side, caught her jibboom in the "Hyder Ali's" rigging; thus giving Barney such a raking position that in twenty-five minutes the enemy struck his colors. Putting his first lieutenant and thirty-five men on board her, and eluding the other ship, Barney found that he had captured his Britannic Majesty's ship "General Monk," of twenty guns, and one hundred and thirty-six men. For this gallant action, which diffused great joy through the whole country, Captain Barney received the thanks of the Pennsylvania Legislature, which voted him also a costly sword.

The name of the captured "General Monk" being changed to "General Washington," Captain Barney was placed in command of her, in May, 1782, proceeded to Havana, and on his return to the Delaware, made a successful attack on a number of Tory barges, destroying them, and recapturing the vessels of which they had taken possession. In October, 1782, he was selected to carry out to Dr. Franklin the instructions of his Government before the British commissioners should arrive at Paris, and returned to Philadelphia on the 12th of March, 1783, bearing the news of peace, and the passport for his ship of the King of Great Britain. During the next few years he embarked in various commercial enterprises, and in 1793 his vessel was captured by three privateers. His spirit and courage did not forsake him on this occasion, and five days afterward, he, with the aid of two warrant officers, rose upon the prize crew and recaptured his vessel, bringing his English assailants home with him. He again sailed for the West Indies, and on his return, the second day out from Port au Prince, he was captured by the Penelope frigate, carried to Jamaica, and there tried for piracy in recapturing his own vessel. The jury acquitted him, but his cargo was condemned, and a number of years elapsed before he succeeded in recovering his property.

On his return home he was appointed commander of one of the six ships authorized by Congress to comprise the navy of the United States, but declined to serve on account of a question of rank. He

shortly afterward proceeded to France, sailing in company with Mr. Munroe, the minister to that country, and was by him selected to bear the American flag presented to the national convention. He soon entered into the service of France, and held his command until 1802, when he resigned, and returned to the United States. He continued in pursuit of his private affairs until the declaration of war with Great Britain in 1812, when he at once offered his services, and in less than a month, after the commencement of hostilities, sailed on a short cruise in the "Rossie," of ten guns, doing much damage, and capturing a letter of marque.

Being appointed to the command of a flotilla, fitted out at Baltimore, for the protection of the Chesapeake, he left the Patuxent river on the 1st of June, 1814, with the "Scorpion" as his flag-ship, accompanied by a couple of gun boats and several barges. He pursued two British schooners, but as he was coming up with them a large two decker came in sight, and bearing down on the flotilla forced it to seek shelter again in the Patuxent. From the 6th to the 11th of June, the enemy, being joined by other vessels, several attacks were made upon Barney, which were gallantly repulsed in each instance. Learning at this time of the meditated attack on Baltimore and Washington, and communicating his intelligence to the government at Washington, he received orders to run his flotilla as far as he could up the river, destroy it if liable to capture by the enemy, and then to join his forces with General Winder in defence of the Capitol. On the 21st of August, the British troops having moved up from Benedict, on the Patuxent, accompanied by a number of barges, under command of the ruffianly Cockburn, reached lower Marlborough, when Barney's flotilla sailed farther up the stream to Pig Point, being there left under charge of Lieutenant Frazier;—Barney having landed with four hundred men and marched to the aid of General Winder, at Wood Yard, on the road from Upper Marlborough to Washington, and twelve miles from the Capitol. The flotilla was blown up the next day, August 22d, when Cockburn's barges approached and began firing upon it. On the 24th of August, Barney, with Winder's little army, marched to Bladensburg, where they found near the village the remainder of the American forces under General Stansbury. The gallant part which Barney took in the battle that ensued, and its unfortunate result, have been too often narrated to need repetition in the limited space at our command. Commodore Barney was not again engaged, and peace being declared in February, 1815, relieved him of his command. He was selected by t

President as bearer of despatches to the American plenipotentiaries in Europe, and made a voyage in that capacity; and in November, 1817, was appointed naval officer of the Port of Baltimore. He was about removing to Kentucky, where he had claims on a large tract of land, when he was suddenly seized with illness at Pittsburgh, Pennsylvania, and died there on December 1st, 1818, aged fifty-nine years. He belonged to a school of naval officers of which few specimens now remain, owing to the great changes in the service. Trained in a career of perilous hardihood, he was rough and impetuous, but of kind feelings, strict integrity and dauntless courage.





Jas. L. Pond



José L. Santos

JAMES LAURENCE BARTOL.

JAMES LAURENCE BARTOL, Chief Judge of the Court of Appeals of Maryland, was born June 4th, 1813, at Havre de Grace, in Harford county, Maryland. His father, George Bartol, was a respected and successful merchant in that place; his mother he had the misfortune to lose when he was not quite three years old. His early education was received at Havre de Grace, and was chiefly directed to his preparation for the business of a merchant. In 1828, at the age of fifteen, he came to Baltimore, inclined to accept a position that had been offered him in a mercantile house, but, upon inquiry and reflection, was led to think better of his plans, and decided to resume and continue his studies. Returning to his home, he was placed by his father as a private pupil in the family of the Rev. Samuel Martin, D. D., a highly accomplished scholar, who then resided at Chanceford, in York county, Pennsylvania. Here young Bartol remained until 1830, and so thoroughly did he profit by the instructions of his learned preceptor, that he was enabled at the age of seventeen to enter the junior class of Jefferson College, Pennsylvania, where he graduated two years later, with college honors. In subsequent years, and amid all the engrossing cares and duties of professional life and of a high judicial station, Judge Bartol has never lost his early love of classical literature and belles-lettres, but has wisely known how to find time and leisure for both. Apart from the possession of naturally refined and scholarly tastes, which have made at all times the paths of literature both welcome and easy to him, this fortunate result is, no doubt, partly due, in his case, as in that of most men who are similarly able to retain and indulge in later life their fondness for classical studies, to the thoroughness and excellence of his early training, which he received when under the roof of the learned Dr. Martin. That so many men in this country, even among those who are accounted liberally educated, lose, within a very few years after leaving college, the ability to construe tolerably a page of any Greek or Latin author, is quite as often due to the superficial character of the education imparted, as to the occupations of a busy life,

which have driven from the mind all recollection of lessons which could never have been more than half learned, else they would not have been so soon and easily forgotten.

After quitting college, Mr. Bartol commenced the study of the law, in the office of Otho Scott, Esq., at Bel Air, in Harford county. He was as fortunate in the choice of a legal as he had previously been in the selection of a classical instructor. Mr. Scott was deservedly considered in his day to be one of the ablest lawyers in Maryland, and his were the brilliant and palmy days when the fame of Harper, Pinkney, Wirt and Luther Martin had not yet faded, and when Taney, Johnson, Nelson and McMahon were at the height of their great reputation. Among these leaders of the bar, Otho Scott held a foremost place, and enjoyed a high repute both for the extent and soundness of his legal learning, and for the ability and acuteness which he displayed in the conduct of *nisi prius* cases.

While at college, and afterwards, young Bartol's health became seriously impaired, so much so that he was compelled to intermit his close application to the study of the law, and undertake a voyage to Cuba, where, and in the balmy climate of Florida, he passed the fall and winter of 1835–36. He consequently did not apply for admission to the bar until 1836. In the year following his admission, he settled in Caroline county and commenced the practice of the profession, which he continued in that and the adjoining counties of the Eastern Shore, for more than seven years. During this period he had frequent opportunities, had he been so disposed, to enter into political life; but his tastes did not incline in that direction, and he kept aloof from the vortex of active politics. A more congenial labor was that which he undertook in connection with the establishment and organization of the Denton Academy, in the success of which institution, as in the cause of education generally, he manifested the warmest interest.

In the spring of 1845, Judge Bartol removed to Baltimore city, still continuing the practice of his profession; although in 1855, on account of his health, which was still infirm, he fixed his residence a short distance from the city, in Baltimore county. Although at all times a consistent Democrat of the old-fashioned States rights school, as already remarked, he had never been a politician; and it was therefore with feelings of greater surprise than gratification, that he received the announcement that without any solicitation, or previous knowledge even on his part, he had been appointed by Governor Ligon to fill the vacancy on the Bench of the Court of Appeals, occasioned by the resignation of the Hon. John Thomson

Mason. This was in 1857, and in the fall of the same year, the choice which Governor Ligon had made was ratified by the people in the election of Judge Bartol, as a member of the Appellate Court, for the judicial district composed of the counties of Alleghany, Washington, Frederick, Carroll, Harford and Baltimore. His term of service expiring in 1867, and he having, in the meantime, removed to Baltimore city, where he now resides, he was specially elected by the people of Baltimore a Judge of the Court of Appeals, under the revised constitution of that year, and was designated by the Governor, by and with the advice of the Senate, Chief Judge of the Court over which he now presides.

The judicial character of Judge Bartol's mind appears to have been recognized by the profession even before he had been called to the Bench. On the election of the late Judge Constable, under the Constitution of 1851, it became necessary that a special judge should be chosen to sit in the trial of the many important causes in Harford county, in which Judge Constable was disqualified. By the unanimous request of the members of the bar of that county, Mr. Bartol was appointed to fill that office, which he did to the entire satisfaction of the bar and the public; holding several terms of the Court, and deciding many important causes. He has been frequently called upon to act as arbitrator in controversies which the parties desired to settle without the delays and formalities incident to a trial at law. For this delicate and responsible duty, the clearness and fairness of Judge Bartol's mind, his strict impartiality, his calm, judicial temper, and his readiness to hear patiently both sides, and to withhold his own judgment until the case was fully before him, particularly qualified him. He has now sat upon the Bench of the highest Court of the State for thirteen years. His term of service has extended through the most trying period in the history in the country and the State, during all which time no imputation has been cast upon his personal or judicial character from any quarter; and he has commanded always the respect and confidence of men of all parties, and of the entire people of the State. Conservative both by nature and by habit, he is singularly free from those judicial crotchets and vagaries from which sometimes the ablest judges do not escape, and into which the most learned and the cleverest are, perhaps, the most prone to fall. He brings to the consideration of every case which comes before him a mind remarkably free from undue prejudice or bias. His judicial manner is also singularly fortunate. It is a model of judicial courtesy and blandness. It is true, that judges in an Appellate Court escape many

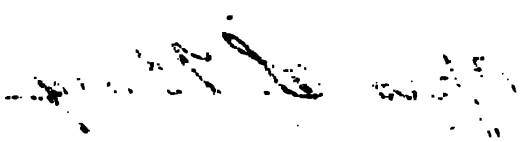
of the annoyances and vexations which try the temper of *nisi prius* judges. Still there is no judicial station which is without its share of weariness both of flesh and spirit. In the Court of Appeals of Maryland, counsel are usually limited in their speeches to one hour and a half. It is very possible, however, to be both wordy and dull within the limits allowed, but under no infliction of the kind is Judge Bartol ever known to betray the slightest discomposure or impatience. This faculty itself of listening patiently is very desirable in a judge, and when it is accompanied, as in Judge Bartol's case, by a manner unexceptionally kind and genial, it inspires confidence on the part of counsel and suitors, and wins universal regard. To young lawyers, especially, his manner is always particularly reassuring and pleasant, tending to relieve their inexperience and embarrassment. Judge Bartol's opinions, delivered since he has been upon the Bench of the Court of Appeals, are to be found in every volume of the published Maryland Reports, from the tenth to the thirty-first, (the last published,) inclusive. They are inferior neither in matter nor manner to any which those volumes contain, and support the high reputation which the Court has always enjoyed for ability, impartiality and learning. The term for which Judge Bartol is elected is fixed by the Constitution at fifteen years, and the age at which, by the same instrument, a judge ceases to be eligible for re-election, is seventy years. Judge Bartol's term will not expire until 1882, when he will be within one year of the age at which the Constitution would make him ineligible.

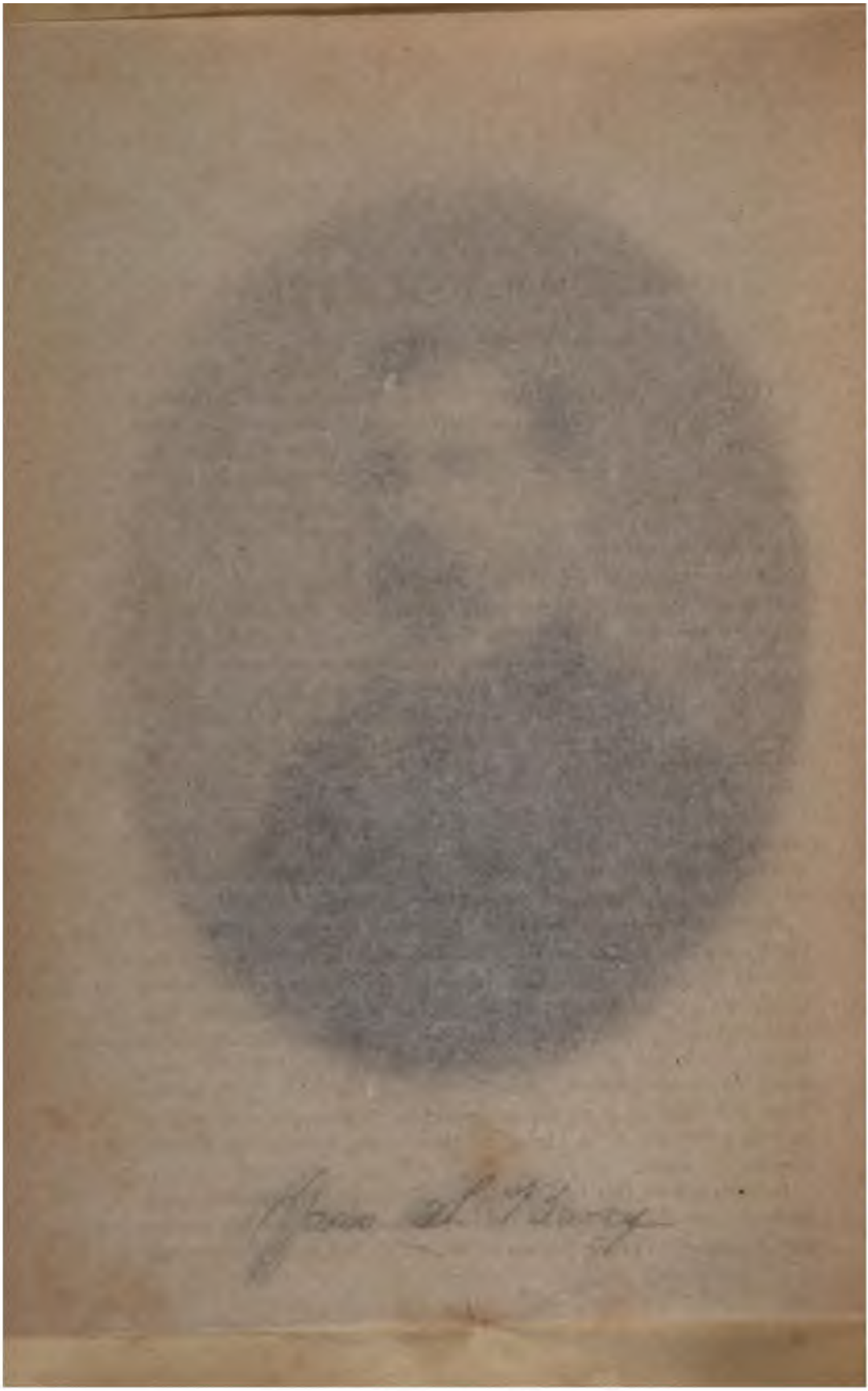
The personal popularity of a judge is not always the best criterion of his fitness for the position; but in Judge Bartol's case, it may be fairly accepted as the just reward of important public duties faithfully performed. As a man he is not less respected and esteemed than as a judge. Indeed, purity of private life and of personal character are so essential to the judicial office, that it is difficult to understand how the two can be separated, or how men can retain that respect for the magistrate which they have lost for the man. In the case of Judge Bartol there is no occasion to draw the invidious distinction; but the same qualities which distinguish his official career adorn and dignify his private life.





Jno. S. Berry





JOHN SUMMERFIELD BERRY.

The long and terrible struggle for supremacy between Parliament and the Crown, in England, disastrous as it was to the mother country, was fruitful in benefits to America, in enriching her population by immigrants of such character, qualities and social position as would scarcely have thought of voluntary expatriation under any less stringent pressure. As King or Commonwealth triumphed, prominent Cavaliers or Puritans found themselves too deeply compromised for safety, or grew desperate of their cause, and sought refuge from danger, or peace after long strife, among their friends in the New World.

Among these were General Berry's paternal ancestors, who emigrated to this country during the reign of Charles I., and settled in a tract of country then known as "The Forest," in Prince George County, Maryland. About a hundred years later, his maternal great-grandfather also quitted England, and took up his abode in "The Forest."

Colonel John Berry, the father of the subject of this sketch, was well known to the last generation as a patriotic and worthy citizen; and he formed one of that honored band, now dwindled to a handful, who defended Baltimore in the last war with England.

In the early part of the year 1812, in view of the impending war, the United States Government issued a circular, calling upon the citizens to devise means for the production at home of various important articles for which we were then dependent upon England, and among the rest, of a fine brick, equal to the Stowbridge brick, which was a staple article of importation. At this day, many old houses may be seen throughout the State, built of the large and dingy English bricks, brought over at heavy cost; while, had they but known it, almost at their doors, lay the finest brick clay in the world.

In response to this call, Mr. John Berry, in 1812, established a manufactory of fire brick, on the corner of Howard and Lee streets, and succeeded in producing an article which has maintained to this

day a high reputation for excellence, and is still extensively used by the Government, and in iron, copper and gas works.

In 1814, when the British fleet had entered the Patapsco under cover of night, and Fort McHenry had sustained a fierce bombardment for twenty-four hours, its brave defenders began to grow discouraged, as they found that their guns were of too light calibre to reach the enemy's vessels, which, lying safely out of range, rained shot and shell upon the heads of the garrison. It was then that Captain Berry, commanding the Washington Artillery, remembered that the wreck of a French frigate L'Eole, had been for years lying in the river; and taking a squad of men he proceeded to the wreck, and with great labor succeeded in getting off two large guns, which they brought up and mounted in the fort. No sooner were they in position than, without waiting for orders, he fired a shot from one which passed clear over the most distant vessel, while the shot from the other gun, which immediately followed, tore through her rigging. So surprised were the enemy by this unexpected reinforcement of heavy artillery, that they soon weighed anchor and retired down the river. General Armistead, the commanding officer, sent for Captain Berry, and publicly complimented him, saying that he had deserved well of his country.

After the close of the war, General Scott, for his bravery and good service, issued a commission to Captain Berry as a colonel in the regular army, for the Eastern District of the United States; but considering that his country had no further need of his services, he declined the appointment.

John Summerfield Berry, the subject of this sketch, was born June 18th, 1822, and was educated partly in Baltimore, and partly at Dickinson College, Carlisle, Pennsylvania. On leaving college, his tastes inclining him to active business pursuits, he entered the dry-goods store of Beale H. Richardson, with whom he remained for more than a year.

In 1845, he became associated with his brother-in-law, Mr. John Hurst, in the wholesale dry goods business, and the firm carried on an extensive trade for eleven years, after which he retired from the business.

In 1857, he was elected as a Delegate to the Maryland Legislature, from Baltimore County, where he resided, and on the assembling, of that body, was chosen Speaker of the House. The position of Speaker at this Session was a peculiarly arduous one. Party feeling ran high, and occasions continually arose where the presence in the chair of a man of judgment, firmness and tact, was of the

highest importance. Mr. Berry, moreover, was an entire novice in public life; he had never before taken a seat in a deliberative body, and was absolutely ignorant of parliamentary rules. But he applied himself diligently to the study of the duties, annexed to his difficult and responsible position, and with such effect that during his whole term of service, no appeal was ever taken from his decision.

In the very first days of his speakership, an incident occurred, which we shall relate somewhat at length, as it is not only highly characteristic of those stormy times, but is also almost without a parallel in parliamentary history.

The House was in Committee of the Whole, the Speaker having left the chair, and a highly excited and acrimonious debate was in progress upon certain portions of the Governor's Message, which reflected severely upon the party then in power. The House was a full one, and the lobbies crowded with spectators, as the leading men on both sides had taken part in the debate. A member had the floor, and in the course of his remarks indulged in very severe denunciations of the Governor, when another member excitedly interrupted him, and persisted in the interruption in spite of the orders of the Chairman. A scene of wild confusion followed, which all the efforts of the Chairman were powerless to suppress. It was known that not only the two disputants, who were now wrought to a high pitch of excitement, were armed, but so also were many of their friends, who were scarcely less excited, and at any moment very deplorable consequences might have ensued. The Chairman himself, carried away by the excitement of the moment, declared that he would compel the interrupting member to take his seat; and leaving the chair he advanced upon him with the evident purpose of using force to that end; an attempt which would have given the signal for an outbreak of violence, and perhaps a terrible catastrophe. But the instant the Chairman vacated the chair, Speaker Berry sprang into it, and in a commanding voice called the House to order. Quiet was partially restored; the two gentlemen who had been the cause of the tumult took their seats at the command of the Speaker, when a member arose, declaring that the Committee had not been dissolved, and demanding by what authority the Speaker had resumed the Chair. "By the authority of this House, and to preserve the honor and dignity of the State of Maryland, and to bring this disorderly body to order," was the reply. The objector refusing to recognize the authority and to take his seat, the Speaker at once placed him under arrest, and ordered him into the custody of the Sergeant-at-arms. Finally, his friends persuaded

him to make an apology to the Speaker. On his being brought to the Bar of the House, and the apology having been made, the House passed an order that he should be publicly reprimanded by the Speaker, upon which he remarked: "I deserve it." The Speaker instantly said: "The gentleman has pronounced his own reprimand," and ordered his discharge. Thus ending a scene, which, but for the presence of mind and firmness displayed by the presiding officer, might have had the most unfortunate consequences.

We have spoken of this as an incident almost without parallel in parliamentary history; but there is one instance on record which curiously resembles it. In the year 1675, when Sir Edward Seymour was Speaker of the House of Commons, in a division in Committee of the Whole a fierce dispute arose. Swords were drawn and bloodshed seemed imminent, when, as the record states, "the Speaker very opportunely and prudently rising from his seat, near the bar, in a resolute and slow pace made his three respects through the crowd and took the chair. The mace having been forcibly laid upon the table, all the disorder ceased, and the gentlemen present took their places. The Speaker, having sat, spoke to this purpose, that 'to bring the House into order again, he had taken the chair, though not according to order.' Some gentlemen excepted against his coming into the chair; but the doing it was generally approved as the only expedient to suppress the disorder."

The Speaker of the House of Representatives, then considered one of the ablest presiding officers in the country, wrote to Speaker Berry to compliment him on the presence of mind and energy he had displayed.

In 1861, Mr. Berry was elected a member of the Legislature then assembled in extra session, as also to the next regular session beginning in the following year, on which occasion he was again chosen Speaker of the House, over a number of distinguished competitors. The House, indeed, was notable this session for the number of men eminent for their talents or public services, which it reckoned among its members, comprising such names as Reverdy Johnson, John A. J. Creswell, Benjamin G. Harris, Judge Magruder, Thomas S. Alexander, Thomas Donaldson, and others. Political feeling still ran high in the State, and, of course, was concentrated in the Legislature, making the position of Speaker, as before, one of great difficulty.

In 1862 he was appointed by Governor Bradford, Adjutant General of the State, to the duties of which post he devoted himself assiduously, to the neglect of his private business.

At the earnest request of Governor Swann, who succeeded Governor Bradford, General Berry retained the office, and devoted much time and attention to carrying out all the requirements of the law creating the Maryland National Guard. Some months after Governor Bowie's entrance into office, General Berry resigned his position, and the Governor in accepting his resignation, complimented him highly on the efficiency and fidelity which he had displayed during his long term of service.

In 1864 General Berry was elected a member of the Convention called to frame a new Constitution for the State; in which, though himself a slaveholder, he advocated, on practical grounds, the insertion of the article abolishing slavery. General Berry has been three times elected as Grand Master of the Masonic Order in the State of Maryland.

Since his resignation of the office of Adjutant General, General Berry, though often solicited to re-enter public life, has steadily refused to do so, but has devoted his time to his private affairs, and to the advancement of various benevolent and religious objects; and has taken a prominent part in the furtherance of many noble charities, giving liberally of his own means, and inducing others to follow his example. In the unostentatious though useful life he is now leading, he is perhaps accomplishing as much good for his fellow citizens, as when serving them in public capacities.







Horace Mann

ALEXANDER BROWN & SONS

The establishment in the city of Baltimore, while it was yet in its infancy, of a commercial house, which, from small beginnings, gradually grew and prospered, and, in the course of time, ripened into the great capitals of this country and England, known as offshoots, which, in their turn, grew and prospered, and they themselves came to be known and recognized everywhere as among the leading firms of the world, distinguished as much for honor and integrity as for wealth and enterprise, is an event which deserves to be commemorated, not only for its important influence on the trade of Baltimore, but for its extensive connection with many English and American commerce.

Such was the work accomplished by the late Alexander Brown, the founder of the house of Alexander Brown & Sons, who was born in the north of Ireland, in 1764, of that hardy Scotch-Irish stock which is so numerously and honorably represented in the United States by men who have achieved distinction in business, in the learned professions, and in political life. He was married at Ballymena, Ireland, where all his children were born, and where he was engaged in business. In the year 1800, having his younger children, George, John A., and James to be educated in England, he came with his wife and his eldest son, William, to Baltimore, having been induced to take this step by his brother, George Brown, who had previously established himself in business in Baltimore, and by his friend and brother-in-law, Dr. George Union, who had married a sister of his wife, and who, without being related to him by blood, bore the same surname, and had settled in Baltimore in the year 1783.

Mr. Brown brought with him a small capital, and immediately engaged in the business of importing and selling Irish linens, at that time before the great development of the growth and manufacture of cotton, an important branch of commerce, but with this was gradually combined a [illegible] and other fabrics.

In the year 1810, the eldest son, William, went to Liverpool, and



ALEXANDER BROWN & SONS.

THE establishment in the city of Baltimore, while it was yet in its infancy, of a commercial house, which, from small beginnings, gradually grew and prospered, and, in the course of time, sent out into the great capitals of this country and England, vigorous off-shoots, which, in their turn, grew and prospered, until they have come to be known and recognized everywhere as among the leading firms of the world, distinguished as much for honor and integrity as for wealth and enterprise, is an event which deserves to be commemorated, not only for its important influence on the trade of Baltimore, but for its extensive connection with both English and American commerce.

Such was the work accomplished by the late Alexander Brown, the founder of the house of Alexander Brown & Sons, who was born in the north of Ireland, in 1764, of that hardy North Irish stock which is so numerously and honorably represented in the United States by men who have achieved distinction in business, in the learned professions, and in political life. Mr. Brown married at Ballymena, Ireland, where all his children were born, and where he was engaged in business. In the year 1800, leaving his younger children, George, John A. and James to be educated in England, he came with his wife and his eldest son, William, to Baltimore, having been induced to take this step by his brother, Stewart Brown, who had previously established himself in business in Baltimore, and by his friend and brother-in-law, Dr. George Brown, who had married a sister of his wife, and who, without being related to him by blood, bore the same surname, and had settled in Baltimore in the year 1783.

Mr. Brown brought with him a small capital, and immediately engaged in the business of importing and selling Irish linens, at that time, before the great development of the growth and manufacture of cotton, an important branch of commerce, but with this was gradually combined a shipping and other business.

In the year 1810, the eldest son, William, went to Liverpool, and

there established with his brother James, the firm of William & James Brown & Company, which subsequently became Brown, Shipley & Co., a branch of which has since been established in London. It may be here stated that William Brown died in Liverpool in 1864, possessed of great wealth, after having for many years represented the county of Lancashire in the British Parliament, and having been created a Baronet in 1862.

This honor was tendered in a manner which was the more gratifying as it was wholly unexpected. Lord Palmerston writing to him, on the 13th of November, 1862, by authority of the Queen, stated that the Dignity was offered to him in consideration of his eminent commercial position and his generous conduct toward the people of Liverpool with respect to the munificent gift which he had made to them.

This gift consisted in the endowment of a Free Public Library and the erection of a noble building for its accommodation.

In the year 1811, the firm of Alexander Brown & Sons was formed in the city of Baltimore, and still continues to exist, being now composed of George S. Brown and William H. Graham, son and son-in-law of George Brown.

In 1818, John A. Brown established a branch of the house in Philadelphia, under the name of John A. Brown & Co., and, in 1825, James Brown settled in New York, and established the firm of Brown Brothers & Co. George Brown continued to reside in Baltimore with his father, to whom he was always a devoted son, as well as most efficient partner. John A. Brown retired in 1839, and the business is now carried on in Philadelphia, as well as in New York, under the firm of Brown Brothers & Co.

While Mr. Alexander Brown lived, Baltimore continued to be the headquarters of all the houses, and several times a year, and on every important occasion, it was the custom of all the brothers in this country to meet together to take counsel with their father and each other. The early education of Mr. Brown had been defective, but he was a man of great vigor both of mind and body, quick in perceiving and deciding, and rapid in executing, of strong will, of sound judgment, inflexible honesty, and untiring industry. In cases of doubt and difficulty, his potential voice generally decided the question, and rarely, if ever, has a family, consisting of father and four sons, worked together for so long a time and with such admirable harmony and efficiency, or better illustrated the familiar maxim that in union, and especially in family union, there is strength. The business, after the death of Alexander Brown, gradually became

exclusively that of exchange and banking, and with the different branches in Baltimore, Philadelphia, New York, Liverpool, and London, with their large capital and still larger credit, the success which has attended it is in proportion to the great advantages enjoyed.

But devoted as Mr. Brown was to business, he was not wholly absorbed by it. He and his son George had the sagacity to perceive the vast advantages which were destined to result from the construction of the Baltimore and Ohio Railroad; and, from the very beginning, were among its most efficient and zealous friends and promoters, not only aiding it liberally with their means, but devoting to its business and to the various experiments made for its benefit, much personal care and attention. The first meeting of those who projected the enterprise was held in the parlor of Mr. George Brown.

Mr. Alexander Brown died in the year 1834, of pneumonia, which he contracted at a meeting of merchants, over which he presided, held on a cold day in winter, at the Exchange, on the occasion of a panic which then prevailed, growing out of the failure of the Bank of Maryland. With reference to that panic, Mr. Brown is known to have declared, with his characteristic decision and energy, that no merchant in Baltimore who could show that he was solvent, should be permitted to fail.

George Brown, the second son of Alexander, was born at Ballymena, in 1787, and came to America when he was fifteen years of age. As a business man he was distinguished by caution and prudence rather than enterprise, by sterling integrity, by quickness of perception and indefatigable application. When, in 1827, the Mechanics Bank was reduced almost to insolvency by bad management, he consented to become its president, and in a short time raised it to a state of great prosperity; and it is a fact worthy of notice that a long time afterwards his son, George S., successfully presided over the same institution, having been called to the management in consequence of a serious disaster which it had sustained. Afterwards, George Brown became the principal founder of the Merchants Bank, of which he was for some time the president.

He was characterized by deep domestic affections, by warm religious feeling, and sincere benevolence. The House of Refuge for juvenile offenders was a special object of his care, and the monument to his memory which has since his death been there erected by the liberality of the late Benjamin Deford, worthily attests his generosity and valuable services to that Institution. He was the

first president of the excellent charity known as the Baltimore Association for the Improvement of the Condition of the Poor.

Although his modesty and retiring disposition always made him shrink from public view, he was not deficient in public spirit, and at the age of forty-nine, when he was a merchant of the highest standing, very largely engaged in business, he faithfully served, first as a private soldier and afterwards as first lieutenant, in a volunteer cavalry company which was raised after the great riot of 1835, by a number of our best citizens, with the laudable object of preserving the peace of the city. He was one of the original trustees of the Peabody Institute, and took a warm interest in its affairs as long as he lived.

On his decease, in 1859, he was possessed, it is believed, of the largest fortune which had ever been left by an individual in Maryland; but, true to a principle which had actuated him during life, that his charities should be distributed as unostentatiously as possible, he made no provision for them by will, except by making his widow the almoner of his bounty; and we may be permitted here to say, what is known to many, that well and faithfully has she executed the responsible and difficult trust. The beautiful Presbyterian Church, on Park avenue, known as the Brown Memorial Church, which she has recently erected, attests not only her devotion to his memory, but his fervent attachment to the faith in which he had been educated, in which he lived, and in humble reliance on which he died.





Geo Thos Brown



GEORGE WILLIAM BROWN.

GEORGE WILLIAM BROWN traces his ancestry, on the paternal side, from a family long settled in Ireland. His grandfather, Dr. George Brown, the founder of the family in America, was educated at the University of Glasgow and graduated in medicine at that of Edinburgh. In 1783, he came to this country with his family, and established himself as a practising physician in Baltimore, where, at the time a severe epidemic was raging. The success of his treatment soon gave him a high professional reputation, and his other estimable qualities secured him a distinguished place in society. His name is mentioned in Griffith's *Annals* as having, in conjunction with six other physicians, established a Baltimore Medical Society. The deficiency of anatomical material, and the intense popular odium which attached to dissections, prevented this association from developing into a Medical School.

His eldest son, George John Brown, born in 1787, embarked in business pursuits, and became a partner in the firm of Brown and Hollins. He married in 1810, Esther Allison, the daughter of the Rev. Dr. Patrick Allison, first pastor of the First Presbyterian Church, a gentleman distinguished for his zeal and abilities in the discharge of his calling, and also for his vigorous polemical and political writings. In particular, he engaged in an ardent, though courteous controversy with Bishop Carroll, on the occasion of the assumption by the latter of the title "John, Bishop of Baltimore." Though antagonists in theology, these reverend gentlemen were cordially united on the subject of education; and we read in the Annals of the city, that a classical academy for the youth of Baltimore was established in 1786, under the patronage of the Rev. Drs. Carroll, West and Allison. They also united in an effort to build up and endow St. John's College, Annapolis; and in 1795, we find their names, as well as Dr. Brown's, at the head of the list of founders of the Library Company of Baltimore, the first circulating library in the city.

George William Brown was born in Baltimore, on October 13th,



ALEXANDER BROWN & SONS.

THE establishment in the city of Baltimore, while it was yet in its infancy, of a commercial house, which, from small beginnings, gradually grew and prospered, and, in the course of time, sent out into the great capitals of this country and England, vigorous offshoots, which, in their turn, grew and prospered, until they have come to be known and recognized everywhere as among the leading firms of the world, distinguished as much for honor and integrity as for wealth and enterprise, is an event which deserves to be commemorated, not only for its important influence on the trade of Baltimore, but for its extensive connection with both English and American commerce.

Such was the work accomplished by the late Alexander Brown, the founder of the house of Alexander Brown & Sons, who was born in the north of Ireland, in 1764, of that hardy North Irish stock which is so numerously and honorably represented in the United States by men who have achieved distinction in business, in the learned professions, and in political life. Mr. Brown married at Ballymena, Ireland, where all his children were born, and where he was engaged in business. In the year 1800, leaving his younger children, George, John A. and James to be educated in England, he came with his wife and his eldest son, William, to Baltimore, having been induced to take this step by his brother, Stewart Brown, who had previously established himself in business in Baltimore, and by his friend and brother-in-law, Dr. George Brown, who had married a sister of his wife, and who, without being related to him by blood, bore the same surname, and had settled in Baltimore in the year 1783.

Mr. Brown brought with him a small capital, and immediately engaged in the business of importing and selling Irish linens, at that time, before the great development of the growth and manufacture of cotton, an important branch of commerce, but with this was gradually combined a shipping and other business.

In the year 1810, the eldest son, William, went to Liverpool, and

November 12th, 1860, at a peculiarly critical period, when the whole country was agitated by the election of Mr. Lincoln. During the excitement which accompanied the outbreak of the war, he exerted himself to the utmost to preserve the peace and order of the city.

When it was known that Federal troops would be sent through the city, the Board of Police requested that their arrival might be notified in advance by telegraph, so that a sufficient police escort might be provided, as it was feared the excited temper of the citizens might lead to some outbreak; but this precaution was neglected or omitted by the Federal authorities in the case of the Massachusetts troops, who reached the city on the 19th of April, 1861. About half an hour only before their arrival at the Philadelphia Station, instructions were received to have a police force in readiness at the Washington Station, as the troops were not to march through the city, but to pass through in the cars. The first cars indeed passed through in safety, but some of the cars which followed were checked by obstructions on the track, and the soldiers undertook to march to the latter station. The streets were lined by an angry, though unarmed crowd, who commenced to assail the troops with stones, which the latter returned with volleys of musketry. The Mayor had left the Washington Station, supposing that all the troops had passed in safety, when information was brought to him of the collision, and he at once hastened to the spot, ordering the Marshal to follow with a body of police. He met the troops rapidly marching, followed by the crowd, and placing himself at their head, marched with them for some distance, but his presence did not avail either to protect them from attack, or the citizens from their indiscriminate fire. Soon, however, the Marshal, George P. Kane, at the head of about fifty men, came rapidly up, passed to the rear of the troops, and forming a line across the street, with pistols presented, checked the advance of the crowd, and the troops without further molestation reached the station, where a train was awaiting them. By this means much bloodshed was happily prevented.

The excitement which this collision produced was very great. Several persons had been killed on each side, and a number more wounded. The citizens feared that the attempt to bring more troops through the city, as was known to be the intention of the Federal authorities, would lead to consequences still more deplorable. The city authorities telegraphed to Washington, but received no reply. As a temporary precaution, the Mayor and Police Commissioners, with the approbation of Governor Hicks,

who was then in Baltimore, caused certain bridges on the Northern Central and Philadelphia railroads to be disabled, and this was done just in time to prevent a body of unarmed Pennsylvania troops from entering the city. On the following Sunday, the 21st, the Mayor received a telegram from President Lincoln, requesting an interview, and he proceeded at once to Washington, accompanied by several prominent citizens. The President recognized the good faith in which the authorities had acted, and gave an assurance that no more troops should be sent through Baltimore, while other lines of transportation were open, and at his request, Gen. Scott, the commander in chief, ordered some Pennsylvania troops who had approached the city, to be sent round it.

We need not detail at length the events which followed. The excitement soon subsided to a great extent, and large bodies of troops passed constantly through the city without molestation. Military possession was taken of the city, and military rule established. The Marshal of Police was arrested and imprisoned, and the police disbanded. The Commissioners of Police were also arrested and placed in confinement.

The Mayor, however, continued to discharge his duties, except those pertaining to the police, unmolested, until the night of the 12th of September, when he was arrested at his house and taken as a prisoner to Fort McHenry, whence he was successively removed to Fortress Monroe, Fort Lafayette, and Fort Warren. The officer who made the arrest said that he had no warrant, but acted by the authority of the United States. The leading members of the Legislature of the State were arrested at the same time. While in confinement various offers were made to Mr. Brown on the part of the Government, to release him; but all clogged with conditions which he could not accept with honor. Finally, when his term of office had expired, and another Mayor had been elected, Mr. Brown, was with the other political prisoners from Maryland, then remaining, released unconditionally on November 27th, 1862, after an imprisonment of more than fourteen months, when be returned to Baltimore and resumed the practice of his profession.

In 1867, a new constitution was deemed necessary for the State, to replace that which had been adopted in 1865, and Mr. Brown was elected a member of the Constitutional Convention. This is the last public position he has occupied, he having declined in the same year a renomination to the Mayoralty.

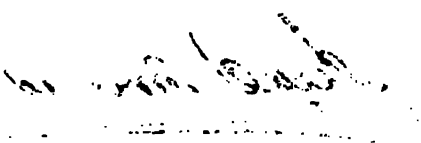
In the foregoing sketch, Mr. Brown's connection with public matters has been chiefly considered, but it constitutes only a small

episode in his life, which, since his manhood has been mainly devoted to the studies and labors of his arduous profession, and the reports of the Court of Appeals of Maryland, as well as of the Supreme Court of the United States, attest his ability as a lawyer. The case of Brown *vs.* McGran, in the latter Court, which he successfully argued in 1840, at the age of twenty-seven, reversing the judgment of the Circuit Court of South Carolina, has become a leading case in reference to the power and duties of commission merchants.

While his time has been so largely occupied by the engagements of his profession, he has yet found leisure to take an active part in the management of various benevolent and literary institutions, including the Peabody Institute, of which he has been a Trustee from its commencement.









F. W. BRUNE & SONS.

Two of the leading merchants, in the City of Baltimore, in their day, were FREDERICK WM. BRUNE and JOHN C. BRUNE, father and son, former members of the present commercial house of F. W. Brune & Sons, which, in regular succession, has descended from the firm of Von Kapff & Anspach, founded in Baltimore in 1795. The senior partner of that firm, Bernard J. Von Kapff, was a native of Bremen, and in 1799, was in Europe on a visit when his junior partner, Mr. Anspach, died. Mr. Brune, senior, who was born in Bremen in 1776, and had there received his mercantile education in the counting house of Mr. Von Kapff's brother, had in the year 1799 arrived in New York, with the intention of joining his brother in business in that city, but Mr. Anspach having died, and Mr. Von Kapff having no authorized attorney in this country, such was the confidence placed in Mr. Brune, by the friends of the firm of Von Kapff & Anspach, that he was invited to come from New York to take charge of its business in Baltimore, under the guarantee of Messrs. Smith & Buchanan, Valck & Co. and Focke & Co., three of the first houses in the city, that the transactions of Mr. Brune would be confirmed by Mr. Von Kapff. On the return of Mr. Von Kapff, he entered into partnership with Mr. Brune, under the firm of Von Kapff & Brune, which continued until about the year 1828, when Mr. Von Kapff died. While it existed, it was successfully and most honorably engaged in a varied commerce with almost all parts of the world.

The firm, soon after its establishment, became ship owners, but was at first chiefly occupied in the importation of German linens (of which Baltimore was then a great entrepot) and in the exportation of tobacco and colonial produce; and this business was carried on until after our war with England, in spite of the difficulties to American commerce, growing out of the British orders in council, and the Berlin and Milan decrees of Napoleon, from which this firm and many other Baltimore merchants were great sufferers.

When the South American States became independent, Von

Kapff & Brune embarked actively in the trade, which grew up with those States, especially on the Pacific coast, and which produced the fast sailing vessels, known all over the world as Baltimore clippers.

One of their vessels made a passage of sixty-nine days from Valparaiso, beating a celebrated clipping schooner of Mr. Isaac McKim by a day from the same port.

Another vessel, the brig Harriet, having made a very successful voyage with flour round the Horn, her master ventured, without instructions, to stop, on his return, at Rio, and invest the proceeds of the flour in coffee, and this small cargo of Rio coffee, which now constitutes a chief article in the foreign commerce of Baltimore, was then so little known and so unsalable that it was sent to Havre and there sold at a loss about equal to the profit on the flour.

Mr. Brune was not only an accomplished merchant, but he was a public spirited citizen, and was connected with most of the useful institutions and enterprises, which were projected during his eventful career. He became a director of the United States Bank in 1819, and held this place until the Bank ceased to be a national institution. He also helped to found those excellent institutions, the Savings Bank, and the Equitable Fire Insurance Company, and the German Society of Maryland, and he was largely interested in the turnpike road companies, which were such important aids in advancing the early prosperity of the city.

Mr. Brune died in the year 1860, at the age of eighty-four, universally respected, having seen the city of his adoption grow from a place of 30,000 inhabitants to a city of more than 200,000. His firm passed happily through the commercial difficulties of the years 1799, 1819, 1825, and 1837, and he has been heard to say, that of these periods, that of 1799 was by far the most disastrous to the commerce of the city.

Mr. Brune was a peculiarly modest man, but he so blended a simple dignity and urbanity of manner, with a strong sense of justice, and uprightness of character, that he secured for a long life the unvarying esteem of his fellow citizens of all classes.

His second surviving son, John Christian Brune, was born in 1814, and educated at the celebrated Round Hill school, at Northampton, Massachusetts, which was then under the charge of Mr. Cogswell, afterwards of the Astor Library, and Mr. Bancroft, now American Minister at Berlin. At this school he laid the foundation of his knowledge of the principal modern languages, which was of much importance to him in after life. He also acquired a love of

reading, and a power of expressing his opinions, clearly and sometimes eloquently.

He declined to go to college, and entered his father's counting room at an early age, where his energy and intelligence soon became so conspicuous that a neighbor of his father offered him, at the age of eighteen, the post of supercargo of a ship bound round Cape Horn. He sailed in the vessel, but she was crippled in a storm, and the voyage was broken up The same merchant, however, immediately afterward sent him as supercargo to Rio, where, at that early age, he formed friendships which lasted for many years. At the age of twenty-one he became a partner with his father, and soon extended the business of the firm by active operations with old correspondents in South America and the West Indies, and by forming personally new connections with those regions. In a few years his house became a leading one in the trade with these countries, and his large acquaintance with the sugar business induced him, in the year 1852, with the aid of other merchants and capitalists, to found the Maryland Sugar Refinery, which, with the other refineries in the city, has very considerably enlarged its commerce. Mr. Brune was elected the first President of this refinery; and his firm, which is still carried on by his brother and surviving partner, William H. Brune, have always been its agents.

Mr. Brune's talent, high sense of honor and public spirit, as a merchant, and his popular manners, generosity and warmth of heart, as a man, gave him a large influence among his fellow citizens, and he had much to do in reviving and establishing on a firm basis the Board of Trade, which now so honorably represents the commercial interests of the city. He was elected its first President in 1849, under the new organization, and was constantly re-elected until the year 1862.

He was also in 1857 elected President of the Baltimore Association for the Improvement of the Condition of the Poor, in which he took the deepest interest, and he gave to its operations a life which is still felt. He was twice re-elected to this honorable office during his absence from the country; but, in 1863, declined a re-election. Mr. Brune also took a lively interest in public affairs, and he was for many years a very influential member of the old Whig party; he subsequently allied himself with the Democratic party, and became an ardent supporter of the doctrine of State Rights, and his sentiments on this subject, together with his good sense, commercial knowledge, winning manners and generous hospitality,

secured for him an intimacy with many of the most distinguished politicians of his own State and the South.

It was therefore natural that such a man should be called upon, with others of our best citizens to represent the city of Baltimore in the House of Delegates of the Legislature, which was called to meet in Frederick, in May, 1861, and Mr. Brune, who had previously declined all offers of public station of a political kind, thought it his duty to sacrifice his private interests to serve his city and State at that anxious and perilous period.

He was appointed Chairman of the Committee of Ways and Means, and the proceedings of that Assembly show that Mr. Brune co-operated heartily with the majority of that body in the course pursued in reference to the momentous questions then before the State and the nation.

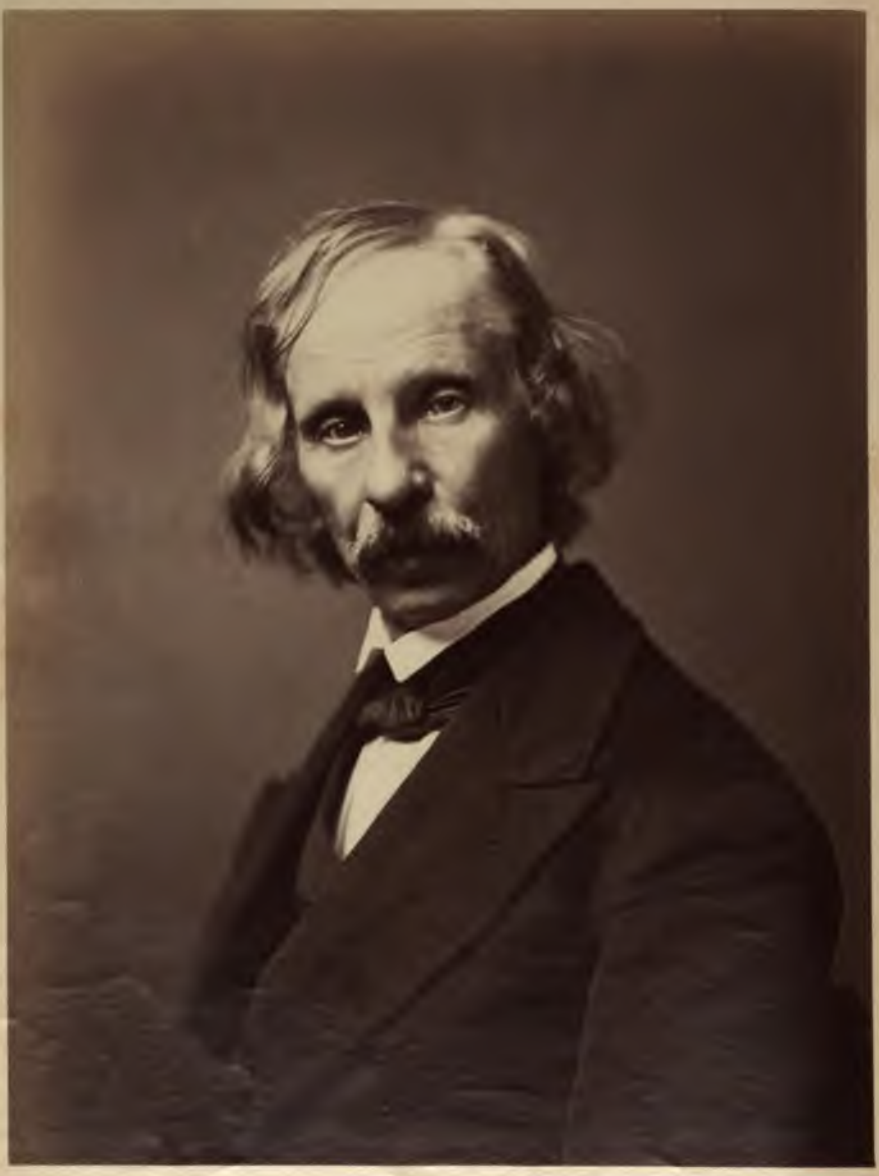
Mr. Brune was the only member from Baltimore, who, by accident, escaped the arrest under the *coup d'etat* of the 12th of September, 1861, by which a large number of the members of the General Assembly were incarcerated for upwards of a year.

After the arrest of his fellow members, Mr. Brune remained concealed in the neighborhood of the city for some time, until he found that they were to be kept in prison without charge or trial; upon this he went to Canada, and although he was notified, that the order for his arrest had been withdrawn, he resolved not to return to his native city, so long as his associates continued in prison and the city was under military control.

He therefore lived self-banished from his home, which he loved so well, passing the summer in Canada, and the winter in the West Indies, until the 7th of December, 1864, when, upon a voyage in the steamer from Southampton to Havana, his valuable life was suddenly terminated by disease of the heart resulting in brain fever.

Mr. Brune's example as a merchant did much to elevate the profession to which it was his pride to belong, and his energy and earnestness have left an impress for good which will extend much beyond the large circle of his attached friends, and into another generation.





James M. Buchanan



James B. Buchanan

JAMES M. BUCHANAN.

In Druid Hill Park, within the enclosure of the family burial-ground reserved in the sale of the estate to the city, repose the American ancestors of the subject of this sketch, themselves of Scotch descent, of Lenny. The visitor who turns aside from the main road, and looks over the rude fence which separates the consecrated soil of the dead of a hundred and twenty years, from the grand and beautiful grounds, now devoted to the pleasures of the living, will, by close scrutiny, be enabled to trace upon a broken tomb, moss-covered, weather-beaten, hoary with age, the name of Doctor George Buchanan,* buried here in 1750, and who, as the record on the decaying marble reads, "was one of the founders of Baltimore." This was the grandfather of James M. Buchanan. Next the tomb of Doctor George Buchanan, may be seen another tomb, in ruins, that of Andrew Buchanan, his son, bearing the following inscription: "In memory of Andrew Buchanan, who departed this life on the 12th of March, 1785, in the 53d year of his age. He was, during the contest that secured the independence of America, Lieutenant of this county, and served with great re-

* In a book entitled Mnemonika, or the Tablet of Memory, prepared by William Darby, and published by Edward J. Coale, at Baltimore, 1829, under the head of "Eminent Persons," we find the following: "Buchanan, George, M. D., one of the founders and first Commissioners engaged in 1729, to settle and purchase the land of the city of Baltimore, died 1745—[an error, he died 1750.] And in the same book, under the head of "Baltimore," is the following: "Baltimore city, of the United States, in Maryland, on a small bay of Patapsco river, founded 1729, is extremely well situated for commercial connections with the valley of Ohio; it commands the trade of Maryland, more than one-half of that of Pennsylvania, and a part of New York. Having the advantage of climate, the harbor of Baltimore is not so liable to obstruction from ice as that of Philadelphia. The site of the city was a farm belonging to the father of Charles Carroll of Carrollton, now living, and purchased by Doctor George Buchanan and others. William Buchanan, his son, died about three years since, (1828.)"

See also Griffith's Annals of Baltimore, p. 15.

Doctor George Buchanan was a prominent member of the General Assembly of the Colony of Maryland, and Deputy Commissary General of Baltimore county for many years.

pute for many years as Chief Judge of the Court. He was an affectionate husband, a tender parent, an honest man; in short, endowed with every virtue that could complete an exalted character." It may here be remarked that James M. Buchanan, his nephew, more than half a century after, presided as Judge in the same county.

William Buchanan, the youngest son of Doctor George Buchanan, and father of James M. Buchanan, is buried near Govanstown, at his former country seat, now owned by David M. Perine, half-brother of James M. Buchanan. William Buchanan* was one of the Committee of Correspondence, elected from among the freeholders of Baltimore County and Town, to correspond, prior to and in the days of the Revolution, with neighboring colonies, as the exigencies of affairs might require. Under the State Constitution of 1776 he was appointed Register of Wills for Baltimore county, and served in that capacity, with great satisfaction to the public, for forty-five years.

James M. Buchanan, his eldest surviving son, was born at the country place, near Govanstown, where his father is buried. Much of his early youth was spent in this neighborhood. He was chiefly educated at the Baltimore College and St. Mary's, in Baltimore. Having determined on the profession of law, he began his studies in the office of Hugh Davey Evans, and closed them under the preceptorship of Judge Walter Dorsey. After his admission to the bar, he offered himself in Baltimore county, as a candidate for the State Legislature, and was elected a member of that body when he had but barely reached legal age. He took his seat, a mere youth, amid learned and venerable men, with inexperience, but not without promise and ability, as his subsequent re-election to the succeeding term gave sufficient proof. After serving with credit to himself and usefulness to the State, two terms, in the Legislature, he betook himself earnestly to his profession, and was soon favored with a lucrative practice. By assiduity and attention to business he increased his practice, and at one time had the largest at the county bar.

In 1824, he was the Secretary of a meeting, which was the first in Maryland to hoist the name of Andrew Jackson for the Presidency.

* It is proper to mention that William Buchanan, son of Doctor George, and father of J. M. Buchanan, was a native of Maryland. There was another William Buchanan also on the Committee of Correspondence, active and conspicuous in affairs during the Revolution, who was born in Lancaster, Pennsylvania, and emigrated to Baltimore with John, the father of General Samuel Smith.

In 1835, he was commissioned aid-de-camp to the Brigadier General of the City Guards, by Brigade Order, Number 3, which reads as follows (from the copy of the same before us):

HEADQUARTERS, CITY GUARDS,
BALTIMORE, *December* 16, 1835.

Brigade Order, No. 3.

Ordered that James M. Buchanan and Cornelius McLean be and they are hereby appointed Aids-de-Camp to the Brigadier General of the City Guards, and they will be obeyed accordingly.

By order of
GENERAL SAMUEL SMITH.

WM. PINKNEY,
Brigade Major and Inspector City Guards.

In General Harrison's campaign for the Presidency, he was nominated elector on the part of the State, but declined for political reasons, entertaining, however, a high personal esteem, respect and attachment for the veteran hero and patriot.

In 1841, Mr. Buchanan was nominated for Congress by an almost unanimous vote, at a convention held at Ellicott's Mills, which convention was composed of delegates from the city of Baltimore, and from Anne Arundel county. This nomination was considered as tantamount to an election, but was declined, because of his professional and private engagements.

Under the administration of President Polk he was appointed postmaster of the city of Baltimore, and conducted the affairs of that office ably and to the satisfaction of the Government and public. He remained in this office for upwards of four years, practising his profession at the same time.

Mr. Buchanan was a member of the State Constitutional Convention of 1851. This convention was composed of many of the ablest representative men of Maryland, numbering among its members the names of Louis McLane, Gen. Benjamin C. Howard, Judge Ezekiel F. Chambers, Albert Constable, Gov. Francis Thomas, William Cost Johnson, Judge T. B. Dorsey, Gov. William Grason, B. E. Presstman, A. R. Sollers, and others of high character and note.

Mr. Buchanan (an accident having befallen General Chapman, president of the convention, and which threatened to detain him from its sessions) was elected president pro tem., bearing the grave responsibilities of the position with a becoming dignity and decorum. He served in this convention six months, from the beginning to the completion of its labors, and except during its temporary adjournments, was never absent a single day.

In the early part of 1852, Mr. Buchanan was appointed a commissioner (Otho Scott, Esq., of Harford county, being the other) by the governor of Maryland, under instructions of the General Assembly, to proceed to Pennsylvania and "to collect all the facts and circumstances connected with the killing of a fugitive slave, in Lancaster county, Pennsylvania, by Archibald G. Ridgely, of Baltimore city, and to confer with the governor of Pennsylvania relative to the same." Great excitement existed in Pennsylvania at the time of the killing of this fugitive slave, who met his death at the hands of an officer of the law, from Maryland, acting, as it was claimed, in the discharge of his duty, and in nowise feloniously culpable. But a feeling was abroad that an injustice and crime had been committed, and that the governor of Pennsylvania ought, consequently, to demand the rendition by the authorities of Maryland, of the officer, who had escaped over the lines. There was great danger, therefore, of a breach of the amicable relations existing between the two States, which was happily prevented by a skillful adjustment of the difficulty by the commissioners and the governor and authorities of Pennsylvania. Following upon this, some short time after, the governor and Legislature of Pennsylvania extended to the governor, heads of departments and Legislature of Maryland, an invitation to visit Harrisburg, the capital of the State, which invitation was accepted. The resolutions expressing the acknowledgments of the Legislature of Maryland, after the visit, is worthy of notice as an illustration of Maryland's appreciation of Pennsylvania's hospitality and of the existence and continuance of that good will between the States, which, but a little while before had been threateningly endangered. These resolutions, passed April 23d, 1853, are as follows:—

Resolved by the General Assembly, That the Senate and House of Delegates entertain a grateful sense of the courtesy and hospitality extended to them by the Legislature of Pennsylvania on their recent visit to Harrisburg, and they recognize in the cordial invitation, assiduous kindness, and devoted attention of the authorities, the fullest disposition on the part of the people of the Commonwealth of Pennsylvania, to cultivate those relations of mutual respect and amity, on which neighboring States so largely depend for their prosperity.

Be it further resolved, That the governor is hereby requested to communicate this resolution to the governor of Pennsylvania, with a request that it should be laid before the Legislature of that State, and to express further to the executive the full appreciation by the

people of Maryland, of his patriotism and dignified courtesy, and their high respect for his personal and official conduct.

In 1855, Mr. Buchanan was appointed judge of the Circuit Court of the Sixth Circuit of Maryland, embracing Harford, Cecil and Baltimore counties, to fill the vacancy occasioned by the death of the Hon. Albert Constable. On entering upon his official career, his first sad duty, in response to the proceedings of the bar in Cecil, was to give utterance to the deep grief by which his and all hearts were bowed down, in the great loss sustained by the death of the gifted jurist whom he succeeded. The touching tribute of the living to the departed judge, is at once a truthful portraiture of the character and worth of both; and what so fitly was spoken of the one, may well be said of the other, when his lips, too, shall be sealed and his eyes closed in the long last sleep. Judge Buchanan, on the solemn occasion referred to, spoke as follows:—"The court heartily sympathizes with the sentiments and action of the bar in reference to our beloved departed brother. In the prime of manhood—in the paths of duty—in the vigor of intellect and in the fullness of fame, he went down into the valley and shadow of death. 'And now he sleepeth in the dust, and we may seek for him in the morning, but he shall not be.'

"God is all wisdom, all justice, all mercy. Yes, gentlemen, all mercy! Confiding in these, as Christians, let us feel assured that our brother has but left a world of strife and suffering here, for a blissful immortality beyond.

"It would be needless, in this presence, to dilate on the varied accomplishments of the lamented dead. He was your neighbor, your associate, your friend, your brother. You knew him well. You were proud of him. You were justly so. We may not look upon his like again. What a charm in his eloquence! What a fire in his eye! What a dignity in his manner! What a melody in his voice! What a warmth in his heart! He was one of nature's orators.

"What a keen sense of justice! What a steady hand wherewith to hold the balances thereof. What a total disregard of all merely worldly distinctions among those who came to seek their rights at the shrine where he ministered.

"How considerate of suitors! How kind and gentle towards witnesses! How respectful to the juries, to the officers of the court, and to the members of the bar! He was the very embodiment of a judge. How companionable in social life; how tender of the feelings of those with whom he was brought in contact; how gener-

ous, how conciliatory, how refined. He was, in very truth, a gentleman.

"Thus we knew him as he lived. How did he die? For months he lingered in the arms of death. Patiently he bore his sufferings; and when, at last, the irrevocable mandate came, surrounded by those who of all the earth he loved the dearest, at peace with man and assured of heaven, his immortal spirit winged its final flight for the bosom of its Father and its God.

'Night dews fall not more lightly on the ground,
Nor weary, worn out winds expire so soft.'

"Let the resolutions be recorded with the proceedings of the court, and the court stand adjourned until to-morrow morning, at ten o'clock."

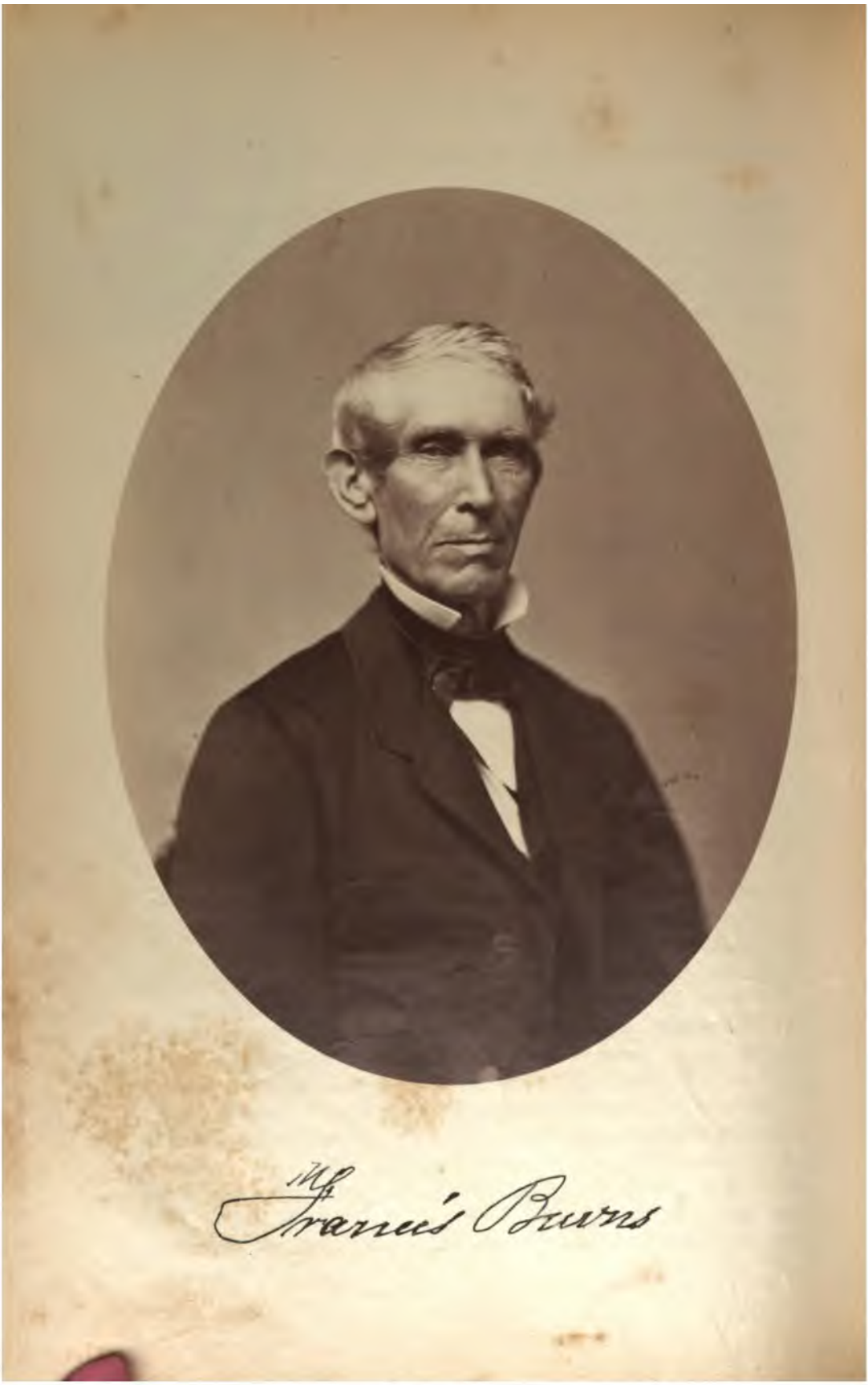
In April, 1856, Mr. Buchanan was elected a member of the Democratic National Convention which assembled at Cincinnati, and which convention nominated James Buchanan, of Pennsylvania, for the Presidency of the United States.

In 1858, Mr. Buchanan was appointed United States Minister to the kingdom of Denmark. During his residence, with his family, in the brilliant city of Copenhagen, he lived in a style becoming his representative capacity, making the American embassy an agreeable centre of attraction. He remained in Europe about eight years.

Mr. Buchanan is married; has had nine children, six of whom are living. His family connection, both in and out of Maryland, is large and influential, and in many prominent instances distinguished on the score of personal merit. Admiral Franklin Buchanan, "the hero of Hampton Roads," and grandson of General Andrew Buchanan, whom we have referred to in this sketch as buried at Druid Hill, is the second cousin of James M. Buchanan, as is also Major General Robert C. Buchanan of the United States Army. He is, by marriage, brother-in-law of the Hon. John Rowan, Jr., of Kentucky, who was Minister to Naples, in Mr. Polk's administration, and the son of the venerable John Rowan, Chief Justice and United States Senator, of Kentucky, in other days.

Mr. Buchanan in person is tall, about six feet one inch in height, and spare; commanding in appearance, polished and dignified in manners. Age, which has whitened his locks, has not bowed his form; while the genius and spirit of youth and of manhood are undimmed and unbroken by time's heavy hand. Buoyant and erect in body and mind, he yet stands at his post amid the contests and duties of life.





M. Frances Burns



Thomas Powers

FRANCIS BURNS.

FRANCIS BURNS is descended from that hardy Scotch-Irish stock, which, from the earliest settlement of the country, has furnished one of the most valuable and important elements of American population, to which so many of the most distinguished men of America are proud to trace their origin, and which in every walk of life, has produced useful and valuable citizens. Mr. Burns was born in county Antrim, Ireland, April 11th, 1792. His parents emigrated to this country in 1798, when he was but six years of age, landing at Philadelphia, in which city his father engaged in the trade of brick making. Francis Burns began life in the brick yard at twelve years of age; but in 1818, being then just turned of twenty-six, he removed to Baltimore. Here he established himself in the same line of business, having formed an association with Mr. George Whitman, which continued for three years. Upon the termination of his partnership with Mr. Whitman, Mr. Burns concluded to continue business by himself, which he did for a period of forty years, until his final retirement in 1860. During this long period, he carried the art of brick making to great perfection, excelling in the manufacture especially of pressed brick, the finer qualities of which, used in Baltimore for the fronts of houses of a superior class, excel in durability, hardness, smoothness and beauty of finish, and in color, those produced in any other city. The bright appearance for which the streets and houses of Baltimore are noted, is largely attributable to the superior quality of this building material. Yet when Mr. Burns, after great pains, succeeded in turning out in 1823, a better article of pressed brick than had been previously in use, he found so much difficulty in introducing into general use, that for awhile he was compelled to offer it at the price of common brick, viz.: $5.50 per thousand. It has since sold as high as $55.00 per thousand, an increase of one thousand per cent.! The pressed brick of Baltimore have since acquired a high reputation abroad, and are largely exported to other cities. For many years Mr. Burns controlled the New York market in this

particular, selling more brick of the finer qualities in that city than any other manufacturer. His brick yards were the most extensive in or around Baltimore, producing from six to seven millions of bricks annually. In his own business, Mr. Burns soon established a character for industry, honesty and fair dealing, that won him the confidence and esteem of the entire business community. For more than twenty years he has been a director in the Western Bank. He was also a director in the old Baltimore Savings Bank, until the establishment of the Eutaw Savings Bank, when he resigned in order to fill the same position in the latter institution, which he yet holds. He is also a director in the Associated Firemen's Insurance Company, and since the administration of Mr. William H. Harrison as president of the Baltimore and Ohio Railroad Company, has been one of the most useful and efficient directors of that great work.

Mr. Burns is one of the oldest Masons in the State, having been "raised" in the year 1816, and having filled for several years the position of Deputy Grand Master of the Order. During his long life and residence in this city, he has seen the wonderful changes which have taken place in the value of property, consequent upon the city's development and growth in population. When he first came here, he could have bought, for a song, buildings within a stone's throw of his dwelling, which are now valuable warehouses. Mr. Burns has manifested his interest in public affairs, and borne his part in the discharge of the duties of a citizen, by serving for several years in the City Council, in which body he represented the old Eleventh Ward. In politics he was always a Whig, but never a politician. He is a member of the Presbyterian Church, of which the Rev. Dr. Leyburn is pastor. Mr. Burns was married January 12th, 1819, to Miss Elizabeth Hyland, of Philadelphia. He has the good fortune to have living five sons, all of whom are successfully established in business, besides several daughters well and happily married. His eldest son, William F. Burns, is engaged in the brick manufacture, head of the firm of Burns, Russell & Co. A second son is Samuel Burns, of the firm of Burns & Sloan, lumber merchants. Two other sons, Francis Burns, Jr., and Findley H. Burns, are members of the large and prosperous commission house of Wilson, Burns & Co., the senior of which firm, Col. William Wilson, Jr., married Mr. Burns's eldest daughter. The youngest son, George W. Burns, is engaged in the boot and shoe trade. To have lived to see all the members of his large family thus comfortably and honorably established in the world, is Mr. Burns's

greatest happiness. At his advanced age, seventy-eight, he is necessarily largely withdrawn from the more active pursuits and duties of life, but his faculties remain clear and bright as ever, and his character remains a striking illustration of what energy and perseverance, with probity, will accomplish in life, as well as a fine type of the manly and generous qualities of the warm-hearted race from which he is sprung.





John Coutes

JOHN COATES

THE parents of Mr. Coates were both of Scotch descent, but were themselves born in Belfast, Ireland. They went to [illegible] about the year 1792, and in 1795 Mr. [illegible] was married in the city of Baltimore to [illegible].

Mr. and Mrs. Coates were among the [illegible] of John Wesley, and were strongly attached to the principles of the Methodist Church, founded by that great and good man. They were blessed with a number of children, and on the 11th of January, 1800, John Coates was born. He was brought up in the practice of conformity with the doctrines and practices of Methodism. He received a good common education, intended to fit him for the active duties of a commercial or mechanical life. At an early age he commenced life as a clerk in a respectable dry goods house, and remained there until, in the vicissitudes of business, the employer failed and gave up business. By them, the clerk was [illegible] their confidence, was strongly recommended to another house in the same line. After a brief career this house also went down in the periodical convulsions that sweep over the commercial circles, and our young adventurer was again thrown upon the world. Discouraged with the uncertainties of mercantile life, the young man determined to abandon that field, and try his fortune as a mechanic. Accordingly he went to his father and told him that he had made up his mind to be a mechanic and not a merchant. The father suffered him to choose his own future occupation, and, forthwith, John sought and found a builder, who immediately on understanding his determination, agreed to take him into his employ. Setting to work with a hearty good will, the young man soon mastered his trade, and whilst acting as an apprentice he undertook work on his own account, and actually put up a number of buildings with hands employed by himself, and superintended by him at nights, and at hours when other parties were resting. Having served out his time with his employers, in 1822, Mr. Coates commenced business as a builder on his own account, and for two years pushed



Adam Oates

JOHN COATES.

THE parents of Mr. Coates were both of Scotch descent, but were themselves born in Belfast, Ireland. They came to this country about the year 1792, and in 1795 Mr. Francis Coates, his father, was married in the city of Baltimore to Charlotte Linton.

Mr. and Mrs. Coates were among the early disciples of John Wesley, and were strongly attached to the principles of the Methodist Church, founded by that great and good man. They were blessed with a number of children, and on the 14th of January, 1800, John Coates was born. He was brought up by his parents in conformity with the doctrines and practices of Methodism. He received a good common education, intended to fit him for the active duties of a commercial or mechanical life. At an early age he commenced life as a clerk in a respectable dry goods house, and remained there until, in the vicissitudes of business, his employers failed and gave up business. By them, the clerk who had secured their confidence, was strongly recommended to another house in the same line. After a brief career this house also went down in the periodical convulsions that sweep over the commercial circles, and our young adventurer was again thrown upon the world. Discouraged with the uncertainties of mercantile life, the young man determined to abandon that field, and try his fortune as a mechanic. Accordingly he went to his father and told him that he had made up his mind to be a mechanic and not a merchant. The father suffered him to choose his own future occupation, and, forthwith, John sought and found a builder, who immediately on understanding his determination, agreed to take him into his employ. Setting to work with a hearty good will, the young man soon mastered his trade, and whilst acting as an apprentice he undertook work on his own account, and actually put up a number of buildings with hands employed by himself, and superintended by him at nights, and at hours when other parties were resting. Having served out his time with his employers, in 1822, Mr. Coates commenced business as a builder on his own account, and for two years pushed

ahead with marked vigor and judgment. In 1824 the late Judge John Glenn, of the United States Court, who had been a friend of Mr. Coates from his boyhood, persuaded him to give up building and go into the lumber trade, offering to furnish all necessary capital for the successful prosecution of the business. The generous offer was accepted, and hence arose the well known firm of COATES & GLENN. The business was always conducted by Mr. Coates, though for thirty odd years the name of the firm was continued. During all the long period of his business career, one remarkable fact is deserving of record. He never gave a note, or had a discount from bank, though his transactions were at all times large and varied. Such was the confidence inspired by his admirable tact and business capacity, that if he wanted money at any time, there were friends at hand to proffer any needed amount. For about twenty years uninterrupted success had followed his labors, in which time he had accumulated a handsome fortune, and greatly enlarged and extended the lumber trade of the city.

In 1842 a disastrous fire occurred, at a time when there was on hand a large stock of material, and in a few hours the destroying element swept out of existence the results of the labors and earnings of many years.

The loss of the firm was very great. Many thought it was entirely ruined. But on the morning after the fire, Mr. Coates was found by some of his friends in the midst of the charred and blackened fragments of his late crowded yard, busily at work clearing off the debris, and preparing to renew his business. The value of a good character, was never more strikingly shown than at this period in the life of Mr. Coates. Relying upon this, many friends came forward voluntarily to tender their assistance, and as much as one hundred thousand dollars was offered him by various parties to enable him to go on. But, whilst thanking these friends for their kindly offers, they were all declined, and he set himself earnestly to work to gather up the fragments left him, and with renewed zeal to commence his work again. The effort was eminently successful, and in a few brief years, the heavy loss was all made up, and wealth and ease were again possessed. In all this extended time, Mr. Coates neither made nor gave a note, or had discount. We may here remark, that on the night when Mr. Coates reached his twenty-first year, he applied for admission into Warren Lodge, No. 51, of Free and Accepted Masons, was promptly elected, and for thirty-five years occupied the position of Treasurer of the Lodge; having during that time passed through all the subor-

dinate degrees, and was elected to the position of Grand Master, which he held by the unanimous vote of his brethren for the unusual term of six years. He also served for ten years as director in the Baltimore and Ohio Railroad Company; for six years as president of the Board of Managers of Baltimore City Jail, and for the same number of years, a director in the Maryland State Penitentiary. He has been for sixteen years a director in the Western National Bank, and for an equal time a director in the Eutaw Savings Bank—both of which places he still occupies. In 1864 he obtained from the State Legislature a charter for the incorporation of the Union Fire Insurance Company. Upon the organization of this company, he was unanimously elected president, which place he has continuously filled, up to the present time, and, with his usual zeal and business tact, has made the institution a successful and prosperous concern. As was said at the commencement of this sketch, he was brought up a Methodist, and for many years was a member of the Methodist Episcopal Church; but upon the organization of what he regarded as the more liberal government of the Methodist Protestant Church, he withdrew from the old body, and united with that. With this body he is still connected, and its business interests he has had it in his power often to assist and advance. In all the relations of social and private life, Mr. Coates has ever sustained the character of a kind and genial man, and his house has been the home of the ministers and friends of the church at all times. In the possession of a vigorous constitution, confirmed and developed by an active temperate life, he presents the appearance of sound health, with the prospect of living many years to enjoy his well earned wealth and honors.

ARCHBISHOP CARROLL.

THE annals of the Roman Catholic Church have been frequently graced by men of most exalted merit, but rarely by one of more fervent piety and gentleness of spirit than Rev. John Carroll, the first bishop and archbishop of his church in the See of Baltimore, and the earliest in the United States. Born in Upper Marlborough, Maryland, in 1735, his early piety determined him on devoting his life to religion, and with this view he was sent abroad and was educated at the College of St. Omers, in France, and afterward at Liege, in Belgium; the American Colonies at that period having no ecclesiastical institution for the training of priests. Mr. Carroll was the cousin of Charles Carroll of Carrollton, and not his brother, as he is frequently represented. In Liege he was ordained priest. He surrendered to his brother all his own share in his patrimonial estate, and joined the order of the Jesuits. On the suppression of the order in France he was chosen to act as their Secretary, in correspondence with the French government regarding the temporal possessions of the order; his thorough knowledge of French and Latin, and the elegance of his written style in both languages, particularly qualifying him for the position of Secretary.

He took refuge in England, and was chosen by Lord Houston, a Roman Catholic nobleman, as the tutor of his son, and appointed to make the tour of Europe with him. While engaged in this situation he wrote for the instruction of his pupil a concise and excellent history of England, recalling the example of Fenelon who composed the adventures of Telemachus for his royal charge, the Duke of Burgundy. He was a professor at Bruges in 1773, but afterward returned to England and resided for some years in the family of the Earl of Arundel. At that period the laws of the realm imposing disabilities on the Catholics were in full force, as they had been ever since the overthrow of King James the Second. The Catholics had no representation in Parliament, and their nobility were denied their seats in the House of Peers, while the exercise of their religion could only be conducted in private. Most of the Roman Catholic

nobility therefore had their own special chaplains and confessors; and Mr. Carroll exercised such functions at Arundel Castle, one of the ancestral seats of the family of Howard.

On the breaking out of the war with the mother country, Mr. Carroll, however, resisted all importunities to remain in England, and with the spirit of a true patriot returned to America. He fixed his residence in Baltimore, which he never afterward left, except upon special occasions. In February, 1776, he was appointed by the Continental Congress, in connection with his cousin, Charles Carroll of Carrollton, Judge Samuel Chase, and Dr. Benjamin Franklin, to proceed upon a mission to Canada. Of this journey Charles Carroll has left a full account. The object of the expedition was to create a sympathy in Canada with the American cause, and to induce that province, if possible, to make common issue with the Colonies against Great Britain. Dr. John Carroll was selected on account of his very high standing as a Catholic clergyman, in hope that he could have great influence with those of the same faith in the Canadas, as they possessed a vast numerical superiority over the Protestants. The hope, however, was disappointed. The defeat of Montgomery before Quebec, and the very strong opposition of the Catholic clergy to the measures of union with the Colonies, rendered all efforts on the part of the Commissioners unavailing. Leaving Charles Carroll and Judge Chase, Dr. Franklin and Dr. Carroll returned together. The strongest personal friendship grew up between these two eminent men, which continued unimpaired through life.

After the establishment of peace with Great Britain the American Catholics became very anxious that a hierarchy should be instituted in their own country, so as to render them separate from that of England, on which they had always depended. Dr. Franklin was at that time residing at Passy, near Paris, as American ambassador, and, having the highest opinion of Dr. Carroll's learning, piety and ability, was enabled by his personal friendship to have much influence regarding his appointment to a higher position in the Church. Accordingly, in 1786, Dr. Carroll was created Vicar General for the United States, and three years later Bishop of Baltimore, being the first American prelate consecrated in the Roman Catholic Church, thus giving primacy to the See of Baltimore. There being no bishops at that period in the United States, Dr. Carroll was obliged to go to England to be consecrated. He then returned to Baltimore and entered zealously upon the duties of his charge. For a number of years he continued the sole Roman Catholic bishop in the country,

his diocese extending over all the States and territories. In 1810, five years before his death, which occurred on the 3d of December, 1815, he was advanced to the dignity of Archbishop. His labors were necessarily great in consequence of the vast extent of his province, but he fulfilled them with exemplary fidelity until he was called from the scene of his labors at the age of eighty years. No one was more beloved and respected by all classes and sects than Archbishop Carroll. While devoted to his own church, he invariably inculcated the spirit of charity, and cultivated the kindest relations between Catholics and Protestants.

Of the spread of his religion in this country, some idea may be formed from the fact that in 1808, nineteen years after his consecration, there were in all the United States only two bishops, sixty-eight priests, eighty churches, and two ecclesiastical institutions. There was then but one Catholic to every sixty-eight Protestants. In 1870, according to the Catholic Almanac, there are seven archbishops and fifty-two bishops. For forty years after "Baltimore-Town" was laid out, no Catholic church was erected; but in 1770, a part of St. Peter's chapel was reared on Saratoga street, west of Charles street, on the site of "Carroll Hall," now occupied by the order of Christian Brothers; but no priest was regularly settled there until 1780. Another small chapel was built on the Point in 1796, which has given place to St. Patrick's on Broadway. The German Catholics in 1799 erected a chapel on Saratoga street, of which St. Alphonsus, corner of Saratoga and Park streets, now occupies the site. St. Mary's Chapel, connected with the Seminary on Pennsylvania avenue, was completed in 1807, and in 1806 Bishop Carroll laid the corner-stone of the Cathedral now rearing its majestic proportions on Mulberry and Cathedral streets. Such was the humble status of Roman Catholic buildings in this city at the death of Archbishop Carroll, in place of the numerous splendid churches and other institutions which now adorn Baltimore.



B. F. Cator



B. F. Cotter

BENJAMIN F. CATOR.

THE ancestors of Mr. Cator, on both father's and mother's side, emigrated from England to the United States in the year 1675, and settled in Calvert county, Maryland, whence their descendants removed to Dorchester county in 1719 and 1723.

Mr. B. F. Cator was born on February 10th, 1824, in the city of Baltimore, then the residence of his father, who, however, soon after removed to the old homestead in Dorchester, where young Cator passed his boyhood. As a school boy he was quick to learn and unusually bright and intelligent for his years. His amiable nature and happy disposition endeared him to his teachers as well as his schoolmates. As a youth he was diligent in business, eager to acquire knowledge that might qualify him for his future calling, and prompt to sacrifice his own gratifications at the call of duty.

In 1838 he removed to Baltimore, and obtained a position with Mr. J. N. Lewis, wholesale stationer, with whom he learned his first lessons of business. In 1846 he left this house, and accepted the position of salesman in the house of Cushings & Brothers, wholesale booksellers, where he remained until 1852.

During these years he found opportunity to form an unusually extensive acquaintance not only with the business community of the city, but with the numerous merchants who were in the habit of visiting Baltimore for purposes of trade. With these, indeed, his acquaintance was perhaps more general than that of any other merchant in the city.

In 1852 he became a partner in the house of Armstrong & Cator, the junior member of which firm was his younger brother. This house was originally founded by Mr. Thomas Armstrong, when only sixteen years of age, in the year 1806. After a prosperous career of thirty-six years, this gentleman found himself reduced to poverty by a series of disasters; he, however, manfully struggled to rebuild his fortunes, and with such success that in a short time he was able to pay off every dollar of his indebtedness. In 1847 he formed a partnership with Mr. R. W. Cator, and the business continuing to

enlarge, about five years later Mr. B. F. Cator was induced to enter the house, the name of which was changed to Armstrong, Cator & Company. Mr. Armstrong subsequently, at various times, disposed of his entire interest in the business to Messrs. J. F. Bealmear, W. J. H. Watters, and W. H. Pagon, (all, like the Cators, Marylanders by birth,) and died in 1868, in his seventy-ninth year, leaving a handsome fortune, and bequeathing thirty-five thousand dollars for charitable purposes. Notwithstanding his retirement and subsequent decease, the name of Mr. Armstrong is still retained in that of the house which he founded,—the present firm believing in the old English custom, that when a house has been thoroughly established it should continue under the same style.

After the admission of Mr. B. F. Cator, the prosperity and reputation of the house continued to increase, and in 1861 it had perhaps no rival in its special branch of trade. At the commencement of the war, in 1861, their house, which did a large Southern business, felt the effects to a considerable degree. In the fall of that year Mr. Cator went through the lines into the Southern States on business, and remained there until the following spring, when he returned, happily without the annoyance and molestation to which many business men who had made a similar journey were subjected. Though Mr. Cator was known to be a strong and conscientious sympathizer with the Southern cause, he had done nothing hostile to the Government from which his State had not separated, confining his active manifestations of sympathy to the charitable task of contributing to relieve the sufferings of Southern prisoners, and ministering to the wants of the sick and wounded, in which case he looked to the necessities and not to the politics of the sufferers, though of course those who were cut off from their homes and friends presented by far the most urgent claims for relief. During the whole period of the war these gentlemen were most untiring in these deeds of charity, in which they spent the larger part of their income.

At the close of the war they exhibited great liberality in extending facilities to their former Southern customers, who were then greatly reduced in circumstances, and frequently almost penniless, while the real estate they held had scarcely any value in the market. But the firm knew their men; and where they knew there was integrity and energy they did not hesitate to repose confidence. In this way they were able to render inestimable service to numbers of worthy men. By the general liberality of their dealings they have built up a flourishing trade with all the Southern States, which now reaches

an amount annually of $1,250,000, which is about one-fourth more than that of any Northern house in the same line of business. The experience of this house is, that the Southern dealers, finding equal advantages in variety of stock, prices and liberal terms with any that the Northern merchants can offer, prefer to deal in a Southern city. Of course to be able to offer these advantages requires great judgment in selecting, purchasing, and indeed in all the details of the business.

A peculiar feature of their business, which this house has been the first to introduce in Baltimore, is the direct importation of pattern bonnets and hats from France. At the beginning of each season they import one or two hundred samples of the leading styles for the season, made up and trimmed by the first artists in that department in Paris, and costing from twenty-five to seventy-five dollars apiece. These as soon as received are displayed for general inspection, and then sold to the trade as patterns at less than half the cost of importation, thereby enabling milliners to obtain in their own market, and at greatly reduced prices, what they would otherwise have to order abroad at very heavy expense. These patterns are only used as designs, the cost being sixty per cent. greater than the American manufactured article. At the same time that the domestic dealers are thus assisted, the house finds its return in keeping to Baltimore a valuable trade which would otherwise be drawn off by the Northern importers.

While enjoying as business men to a high degree the confidence of the community, the brothers are no less esteemed in private life. They dispense large sums in unostentatious works of beneficence, and are ever ready to lend a helping hand to deserving young men about entering on a business career.

In the summer of 1869 Mr. Cator's health suffered severely from too close application to business, and he is now seeking its restoration in the mild and genial climate of Florida.



B. F. Cator





Hugh A. Cooper

HUGH A. COOPER.

Before the use of iron had so largely superseded that of wood in the construction of sea-going vessels, especially of the class which are built for speed, and before the application of steam, with the same object, had wrought a revolution in the art of ship building, as well as in that of navigation, the ship builders of Baltimore enjoyed a world-wide reputation for the superiority of their models of fast sailing vessels. This reputation which dates back even to the days when Baltimore was a village, was at its height in the earlier part of the present century, when Hugh A. Cooper, the subject of the present sketch, was apprenticed to Messrs. Harrison & Auld, to learn the trade of a ship carpenter. The Baltimore clipper was then what the Clyde built steamer is now. For voyages to the West Indies and the Spanish Main—for ocean runs from Canton, with cargoes of tea—wherever, in fact, rapidity of transportation was considered more important than mere carrying capacity, the clipper model was confessedly the best and universally preferred. Such was the reputation in fact acquired by the ship yards of Baltimore in those days for vessels of this build, that when originally constructed, and intended only for purposes of legitimate commerce, the Baltimore clippers sometimes found their way subsequently into less creditable employments, in those parts of the world as a lawful adventure for which their fast sailing qualities particularly recommend them. There is hardly an old sea tale, the incidents of which are laid in the first part of this century, in the days of French privateers and Spanish buccaneers, which does not open with some description of "a long, low, rakish-looking schooner, whose tapering spars and perfect lines," are supposed at once to suggest the skillful hand of the Baltimore builder, and the dubious character of the vessel's employment.

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BEFORE the use of iron had so largely superseded that of wood in the construction of sea-going vessels, especially of the class which are built for speed, and before the application of steam, with the same object, had wrought a revolution in the art of ship building, as well as in that of navigation, the ship builders of Baltimore enjoyed a world-wide reputation for the superiority of their models of fast sailing vessels. This reputation which dates back even to the days when Baltimore was a village, was at its height in the earlier part of the present century, when Hugh A. Cooper, the subject of the present sketch, was apprenticed to Messrs. Harrison & Auld, to learn the trade of a ship carpenter. The Baltimore clipper was then what the Clyde built steamer is now. For voyages to the West Indies and the Spanish Main—for ocean races from Canton, with cargoes of tea—wherever, in fact, rapidity of transportation was considered more important than mere carrying capacity, the clipper model was confessedly the best and universally preferred. Such was the reputation in fact acquired by the ship yards of Baltimore in those days for vessels of this build, that when originally constructed, and intended only for purposes of legitimate commerce, the Baltimore clippers sometimes found their way subsequently into less creditable employments, in those paths of hazardous or unlawful adventure for which their fast sailing qualities particularly recommend them. There is hardly an old sea tale, the incidents of which are laid in the first part of this century, in the days of French privateers and Spanish buccaneers, which does not open with some description of "a long, low, rakish-looking schooner, whose tapering spars and perfect lines," are supposed at once to suggest the skillful hand of the Baltimore builder, and the dubious character of the vessel's employment.

Hugh A. Cooper, born in Talbot county, Maryland, January 22d, 1811, was brought up in the school of these famous old masters of the craft, whose reputation he worthily maintained, although belonging himself to a somewhat later day and different era in the

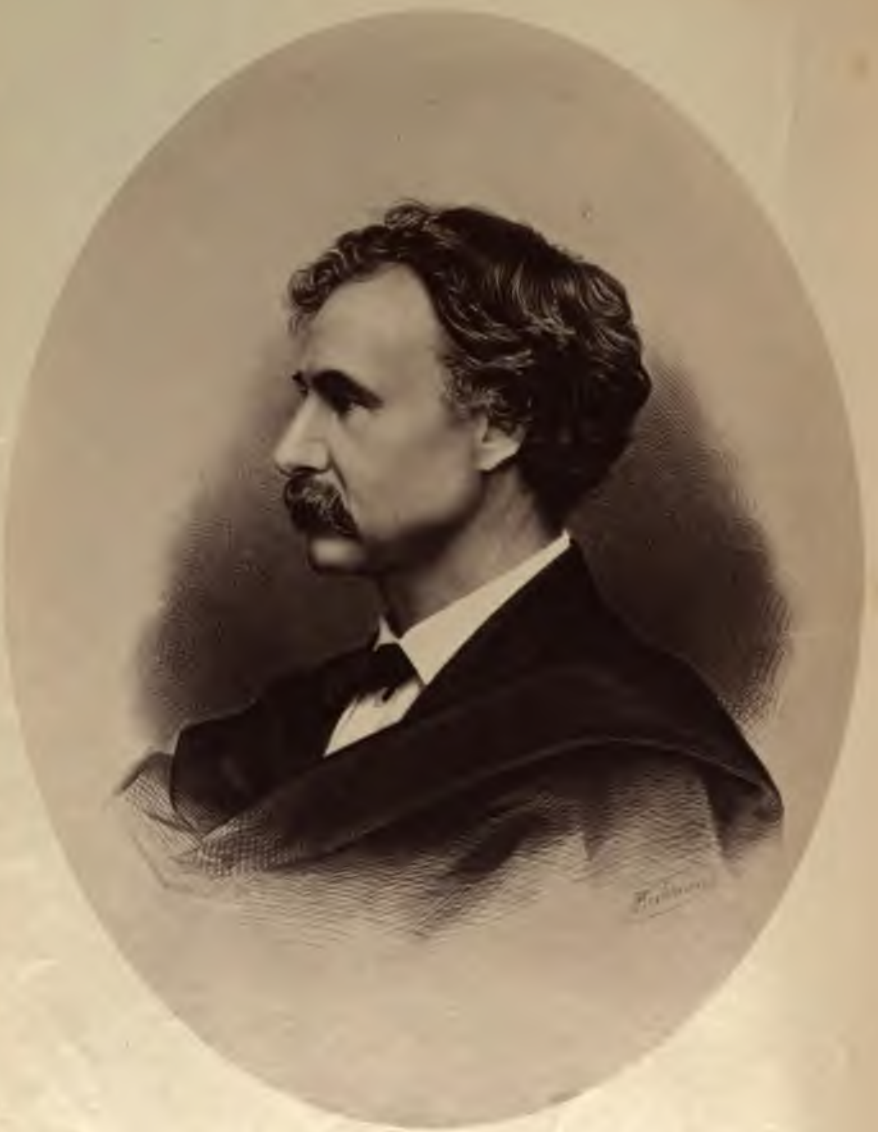
history of ship building. After serving his apprenticeship of four years with Harrison & Auld, in 1833, he commenced business for himself, but the following year he formed a partnership with Mr. J. J. Abrahams, which lasted until 1848. He afterward was a member of the ship building firm of Cooper & Butler, and still more recently of that of Cooper & Slicer. During the time that he was actively engaged in business, Mr. Cooper built some of the finest vessels which have ever been launched from American yards. He built the *Sirius*, and the barks *Roberto*, and *Johannes;* also the ship *Andalusia*, for the house of William Wilson & Sons, and several fine vessels for the firm of James I. Fisher & Sons. He also built several steamers, among them the fine boats *George Peabody* and *Belvidere*, of the Norfolk or Bay line, and the late ice boat *Chesapeake*, a steam vessel of great power, built for the express purpose of keeping open the channel of the Patapsco river and the harbor of Baltimore during winters of unusual severity, and requiring therefore the use of the strongest material as well as great care in her construction. None who examined this vessel doubted that she would be found thoroughly efficient for the purpose intended; and that her capabilities were not put to the test of practical experiment, was owing to the fact that, since she was built, the harbor of Baltimore has happily remained unobstructed by ice, until the winter of the present year, when she was destroyed by fire.

Mr. Cooper, in the course of his active and useful life, was called upon to discharge various public trusts and employments, in all of which he acquitted himself with credit. He was one of the commissioners for deepening the channel of the Patapsco; several times represented his ward in the City Council, and at one time represented the city in the lower house of the State Legislature. He was also a director, chosen on the part of the city, in the Baltimore and Ohio Railroad Company, and at the time of his death, which occurred on the 11th of November, 1870, was a director in the Second National Bank, and in several insurance companies. In 1867, in consequence of ill health, caused by early exposure and too close attention to business, he retired from its more active employments, having previously disposed of his interest in the dock to Mr. Abrahams. He continued, however, to retain an interest in various enterprises, both public and private, and was a part owner of the ships *Macauley* and *Annapolis*.

His successful career, added to that of so many other men whose lives are recorded in this volume, is another example to the young

of what honesty, untiring industry and business tact can accomplish, although unaided by early advantages of friends or fortune. The civic employments he filled attest the respect and confidence in which his character was deservedly held by his fellow citizens. It can be truly said, moreover, that these tokens of the public esteem and good will came to him unsought, for Mr. Cooper was at no time of his life a politician in the ordinary acceptation of the word, and his modesty was as characteristic as his merit.





H. Winter Davis



H. Martin Davis

HENRY WINTER DAVIS.

THE capital of Maryland has given birth to many very distinguished men, and one of them, HENRY WINTER DAVIS, was born in Annapolis, on the 16th of August, 1817. His father, Rev. Henry Lyon Davis, was a clergyman of the Protestant Episcopal Church, the rector of St. Ann's parish, and at one period, president of St. John's College. His mother, Jane Brown Winter, was a woman of much elegance of mind and person. Early in young Davis's life, his father was displaced from the presidency of St. John's on account of his Federal politics, when he removed to Wilmington, Delaware; eventually returning to Maryland, and settling in Anne Arundel county, in 1827. Henry Winter Davis's early education began at home, under the strict supervision of his aunt, Elizabeth Brown Winter, and a part of his childhood was passed with her in Alexandria, Virginia. Later training with his father, in Wilmington and in Anne Arundel county, fitted him for school, from whence he entered Kenyon college, Ohio, in the autumn of 1833.

The primeval forests of Ohio, forty years ago, had been scarcely invaded, and the greater part of the State was still a wilderness when Davis entered upon his collegiate course. The system at Kenyon at that time was that of a manual labor institution, and the students were obliged to perform all offices for themselves. Davis was not exempt from the general hardship of the place, and in addition to the severe round of duty, his means at this period were exceedingly limited. His father died during his collegiate course; the farm in Anne Arundel county yielded the most scanty return, and his aunt kept him at college only by the strictest economy on her own part. Stern and unpromising as his situation was at this time, no doubt the hard struggle proved of signal benefit in training him for the far greater trials which later in life he was called upon to confront. He graduated on the 6th of September, 1837, at the age of twenty, having by diligence in study passed over his Sophomore year, being successful at its commencement in his examination for the Junior term.


H. Winter Davis

On leaving college, he was obliged, owing to his poverty, to accept a situation as tutor, he steadfastly refusing either to sell the slaves which had been left to him under his father's will, or to receive a cent of their wages. He was enabled to enter the University of Virginia in October, 1839, where he pursued a thorough legal course, and also familiarized himself with the great masters of history and philosophy, and acquired a knowledge of French and German, in addition to the Greek and Latin languages, which he had learned at Kenyon. At the University of Virginia he thoroughly laid the foundation of the elegant scholarship which distinguished him not less than his legal research and brilliant oratory.

After a thorough course of study at this celebrated institution of learning, Mr. Davis returned to Alexandria and entered upon the practice of the law. His ability was soon acknowledged, and his industry early obtained an extensive business. He was a frequent contributor to the newspapers, and many of his articles on political subjects attracted great attention. In 1845 he married Miss Constance Gardiner. This lady lived but a few years after marriage, and not long after her death, Mr. Davis left Alexandria. He settled in Baltimore in 1850. His reputation as a talented and rising lawyer had preceded him, and he at once took rank in this city with the leading members of the bar. In politics, he was allied with the Whig party, and took an active part in the Scott campaign of 1852. On the defeat and final extinction of the Whigs, Mr. Davis adopted the principles of the American party. He was elected to the National House of Representatives from the fourth district of Maryland, to the thirty-fourth, thirty-fifth and thirty-sixth Congresses. In the Hall of Representatives, he was very soon recognized as one of its ablest debaters. With thorough mastery of the subject under discussion, he always commanded the attention of the House by his strictly logical reasoning, his array of facts, his knowledge of constitutional law, the chaste but fervid eloquence of his diction, the strength and melody of his voice, and his handsome and commanding presence. Even his strongest political opponents were ready to acknowledge his ability, and listen to him with pleasure. He supported Mr. Fillmore for the Presidency in 1856, and Mr. Bell in 1860.

With the election of Mr. Lincoln, the political differences which had already so deeply agitated the entire country, took more decided shape, although the friends of peace, North and South, still fervently hoped for a pacific solution of all troubles. It is not

within the province of this biography to discuss the merits of the question. Mr. Davis strenuously adopted the side of the Union against secession. On the fourth day of the second session of the thirty-sixth Congress, the famous committee of thirty-three was raised, Mr. Davis as the member for Maryland. He argued in favor of the right of coercion by the general government, of States preparing to secede from the Union. The fall of Fort Sumter finally destroyed all hopes of averting civil war, as the entire nation rose in arms. The coming awful struggle subdued all other interests in America, while in Europe "kings sat still, and nations turned to watch the issue."

On the 15th of April, 1861, President Lincoln issued his proclamation, calling a special session of Congress. This making an election necessary in Maryland, Mr. Davis on the same day offered himself as a candidate for Congress on the basis of "the unconditional maintenance of the Union." He labored with great activity until the day of election, June 13th, but was defeated by Mr. Henry May, the conservative Union candidate. Mr. Davis, however, did not cease his exertions, but supported Mr. Lincoln's administration with untiring zeal. The question of emancipation did not at first enter into the strife, and not for some time after the battle of Antietam was it agitated in Maryland. At length, early in 1863, it was mooted, its advocates at first being very few in number. Mr. Davis gave to the measure his most earnest support, and in the campaign of 1863 worked with prodigious industry on the platform of "immediate emancipation by constitutional means." After extraordinary exertions on his part, not only visiting all sections of the State to address popular meetings, but directing the principal correspondence, and writing leading articles for the newspapers, he beheld the cause of immediate emancipation completely successful. He was returned to the thirty-eighth Congress by the Unconditional Union party. In this, his last public function, he stood an acknowledged leader of the House of Representatives, and was looked upon as one certain of much higher political distinction than he had already won. At the close of the thirty-eighth Congress he retired from public life. His excessive labors, and the excitement and anxiety of the past few years, had worn upon his strength, and he had determined to visit Europe in the spring of 1866, to remain some length of time. He was suddenly seized with illness toward the latter part of December, 1865, but was not considered in serious danger until the day preceding his death. He died on Saturday, December 30th, aged forty-eight years. Unusual

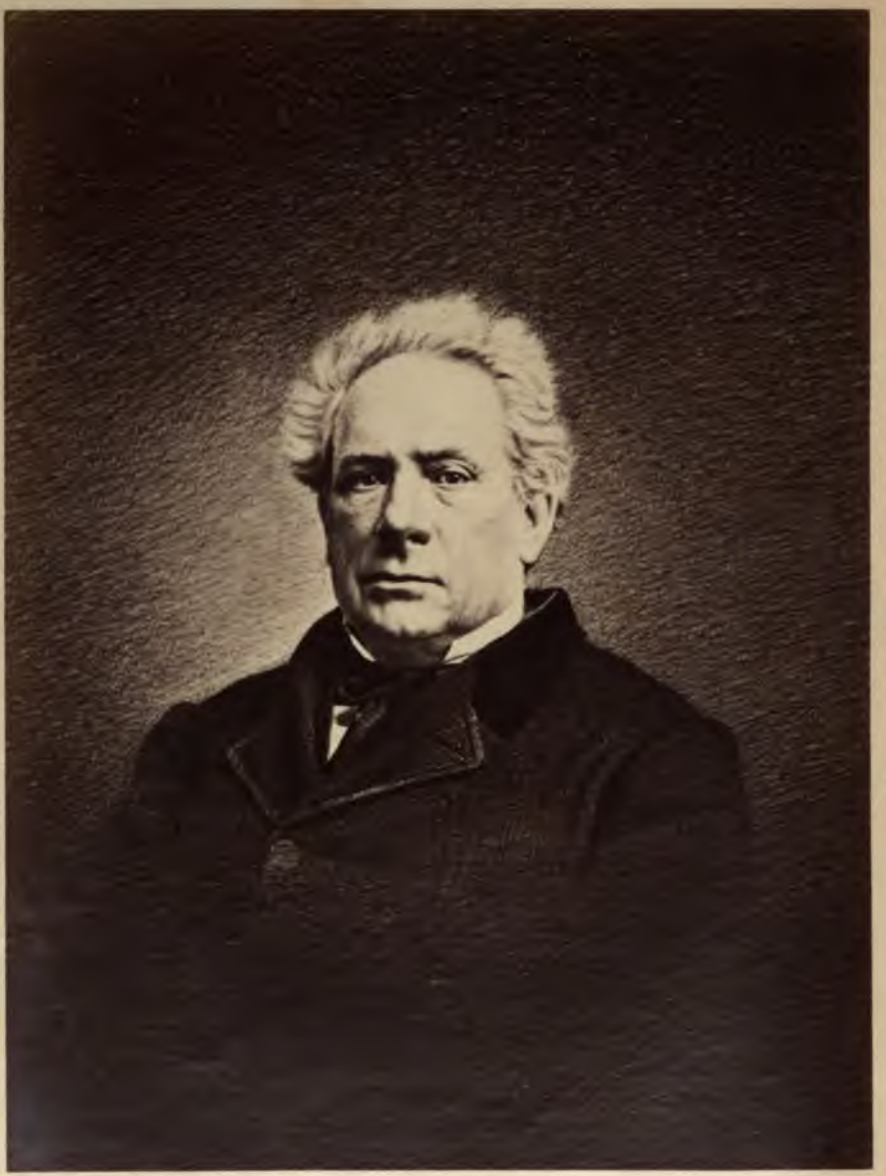
honors were paid to his memory. His funeral was largely attended by members of both Houses of Congress, and by cabinet ministers. The Legislatures of several States passed resolutions of regret for his loss, and in the National House of Representatives, an oration on his life and character was delivered by Hon. John A. J. Creswell, of Maryland, on the 22d of February, 1866.

Mr. Davis was twice married; his second wife, Mrs. Nancy Davis, daughter of John B. Morris, of this city, resides in Baltimore with her two daughters.

Beside the published speeches of Mr. Davis, he wrote several pamphlets on political subjects, or, on matters relating to the Protestant Episcopal Church, of which he was an earnest member. He also, in 1852, published a large work in one volume, the result of researches of historical nature, entitled "the War of Ormuzd and Ahriman in the nineteenth century."

The time has not yet arrived, and probably is still distant, when an impartial estimate will be formed of Henry Winter Davis. He flourished at the most momentous period of our national history, when the passions of men were most violently excited. But probably all parties will agree in according to him high resolve and unflinching courage, untiring industry and perseverance, much learning and cultivation, excellence of private character, and striking and brilliant gifts as an American orator and statesman.





B. Defard



W. Bedford

BENJAMIN DEFORD.

THE late Benjamin Deford, son of Benjamin and Ann Hutton Deford, was born in Anne Arundel county, Maryland, in 1799, and at the time of his death which occurred in this city, April 17th, 1870, had filled the allotted measure of ripe three-score and ten, the whole of which long term, from the age of fourteen, had been spent in Baltimore. In February, 1810, having had the misfortune to be deprived by death of both his parents, he was taken to live with his maternal uncle, Richard G. Hutton, who resided in the same neighborhood. With him he remained for three years, sometimes assisting in the lighter labors of the farm, suitable to his years, occasionally attending the village school. The deficiencies of his early education Mr. Deford was accustomed to deplore, as who does not, that has had a similar experience? These deficiencies could not hide, however, the native vigor of his shrewd common sense intellect, particularly, when in late days, at meetings of the Baltimore and Ohio Railroad Directors, and on other occasions when business men were met together to discuss business projects, Mr. Deford, in homeliest phrase, but with unmistakable clearness of mental vision, foresight and sagacity, would unfold the plans which he considered were best adapted to further the enterprise they had in hand.

In May, 1813, he came from his uncle's house in Anne Arundel, to Baltimore, and was placed in the store of James C. Doddrell, to learn the business of currying and manufacturing leather. In January, 1823, he set up in business for himself, in a small way, on the present site of the large and handsome warehouse, at the corner of Calvert and Lombard streets, where the hide and leather trade in which he engaged, and which he successfully prosecuted for half a century, is still being extensively carried on by his sons.

Mr. Deford accumulated a large fortune by the simple but, in these speculative days, too often neglected and underrated means of thrift, perseverance and honesty. As his wealth increased, the same shrewd, practical judgment in business matters, which distinguished him through life, guided him in enterprises of wider scope and greater moment to the community. He took an active part in pro-

moting works of public improvement, particularly steamship and railroad lines. He was for many years a prominent Director in the Baltimore and Ohio Railroad Company, in the progress and development of which great work, of vital importance to the trade and prosperity of Baltimore, he felt the deepest interest, and where his services were of great value. He was also one of the founders and the largest owner of the Boston Steamship Company, and one of the fine steamers which compose the line bears his name. Mr. Deford also gave proofs of his enterprise in the erection of two large cotton mills at Ellicott city, Maryland, the first of which was destroyed by fire in 1866. Being rebuilt the following year, it was again destroyed this time by flood, in July, 1868, involving a loss of more than $350,000. The day of this occurrence will be long and sadly remembered in the beautiful valley of the Patapsco, along whose pleasant banks the flood scattered wide-spread ruin and desolation, as well as in the city of Baltimore, which also suffered heavily through the sudden rise in the waters of Jones's Falls, inundating the lower portion of the city. The loss of life, as well as of property, occasioned by this flood was very great, and in the vicinity of Ellicott city, and at other points lower down, on the Patapsco, traces of the disaster may still be seen, which it will take years to obliterate. Mr. Deford was a Director in the Mount Vernon Manufacturing Company, and one of the founders and Directors of the First National Bank of Baltimore, and he was also a Director in the Mechanics Bank, the Savings Bank, the Equitable Insurance Company, and in various other corporations.

Among those institutions of benevolence and charity, which were fostered by his liberality, Mr. Deford took an especial interest in the House of Refuge, established for the reclamation and reformation of juvenile offenders and those unfortunate waifs of society, who, in the absence of parental restraints and home influences, grow up, neglected, in the vagabondage of the streets, until they graduate thorough proficients in the school of crime. Mr. Deford felt that no more useful work could be undertaken than the rescue and reformation of this unfortunate class, and consequently the House of Refuge, a public institution especially designed for this purpose, received his active encouragement and support. Mr. Deford's general charities were as diffusive as they were unostentatious, amounting during the last ten years of his life to thousands of dollars annually.

He died April 17th, 1870, leaving a large estate, the accumulation of years of patient industry, of prudent foresight, and of judicious enterprise.





Geo N. Eaton.

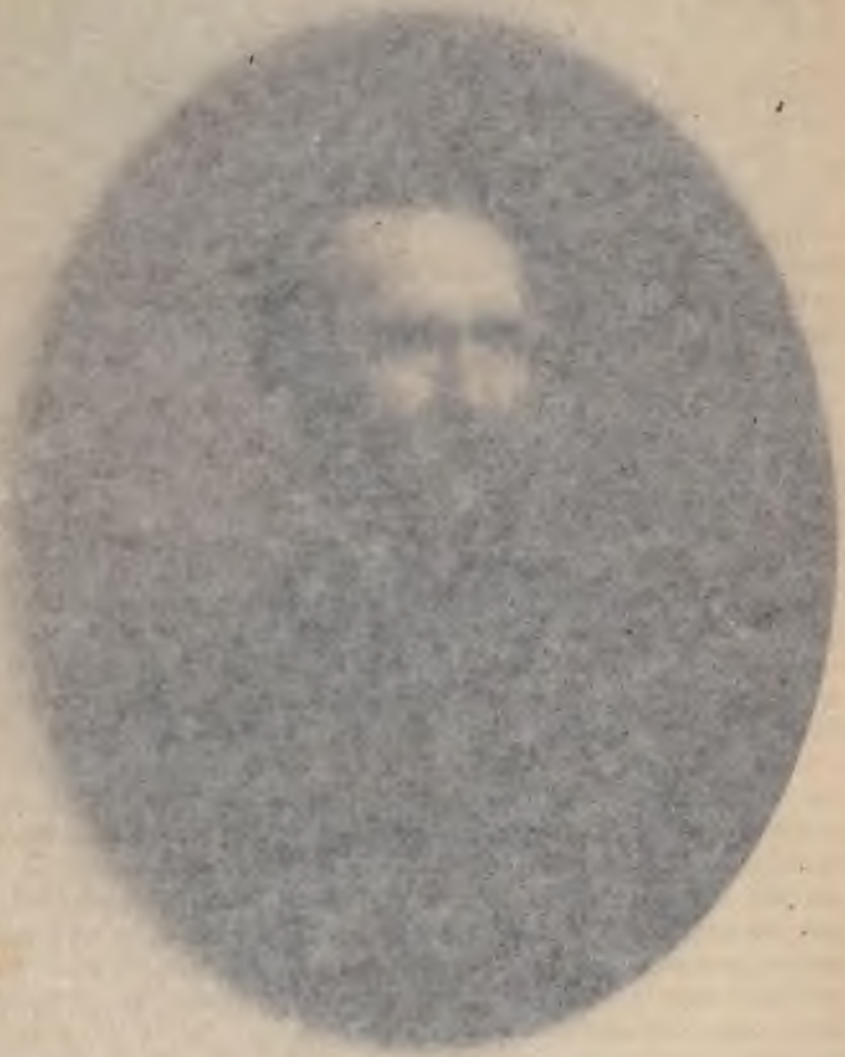
GEORGE NATHANIEL EATON.

GEORGE NATHANIEL EATON was born in the city of New York, December 23d, 1811. His father was a native of Massachusetts, and his mother of Connecticut. Both parents were descended from the earliest Puritan colonists, and belonged to families well known and respected in their neighborhood.

Mr. Eaton received as good an education as was to be procured at that day outside the walls of a college. A part of his youth was passed at the homestead of his mother, near Bridgeport, Connecticut, where he attended the district school in the country, or a higher one in that town. Subsequently he pursued more advanced studies in an academy in New York. Before he reached the age of fifteen he commenced a clerkship to mercantile business, and was thus engaged in commercial houses in New York until after he reached his majority, by which experience he obtained, under the guidance of intelligent and systematic merchants, a thorough acquaintance with all the details of business.

In the year 1834, while on a visit to Baltimore, he was invited by the late David Stewart to study law in his office with a view to adopt that profession. The invitation was accepted, and Mr. Eaton removed to this city, in which he has ever since resided. He devoted himself with great assiduity to his new study, and his progress and prospects were encouraging. But after a little more than a year thus employed, he received an advantageous offer to join his brothers, who were already engaged in business in Baltimore; and deeming this opportunity as opening a readier and more assured career to prosperity than the practice of the law, he relinquished, with reluctance, the latter, and returned to his former vocation. In the business thus undertaken, he has continued to the present time, making a commercial life of over forty years.

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former fellow student, the late William George Baker, then the President of the Board of Commissioners of Public Schools, to suggest to him the propriety of his taking a part in the cause of public education, and at Mr. Baker's instance he was elected by the City Council in 1854 one of the Commissioners. This office he filled until 1865, during nine years of which term he held the position of President of the Board, being annually elected with unanimity by the Commissioners. He was at last compelled to decline a re-election and retire from the Board on account of ill health.

During these eleven years he was unremitting in his endeavors to promote the great cause of education, and to render the management of its interests energetic and effective. His exertions were gratefully recognized by the public, and his relations with his fellow-commissioners, with teachers and pupils, were always pleasant and friendly. President of the Board all through the time of the civil war, his duties in that position, as well as those of all the commissioners, were important and delicate, in co-operating with the public authorities to prevent disorder in the schools and to keep them to their proper work, which was perhaps as useful a service as he could have rendered to the community during that critical period.

In 1865 Mr. Eaton was unexpectedly awarded the degree of Master of Arts, *honoris causa*, conferred upon him by Harvard College, "in recognition," as it was stated by the President, Rev. Dr. Hill, in transmitting the diploma, "of his long and faithful services in the cause of public education, and in acknowledgment of his worth as a citizen and as a man,"—a valued compliment, coming form this time-honored institution.

On the visit to this country in 1867 of Mr. George Peabody, his early friend, Mr. Eaton was appointed by him a trustee of the Peabody Educational Fund for the Southern States to represent the State of Maryland in that trust. In the duties of this position he has taken the warmest interest, and he is a member of the Executive Committee of the Board. At the commencement of its operations he made a journey among the States which are participants in the benefits of the trust, to confer with their leading men as to the most judicious mode of its administration, and on his return made a Report to the Board, giving the result of his observations.

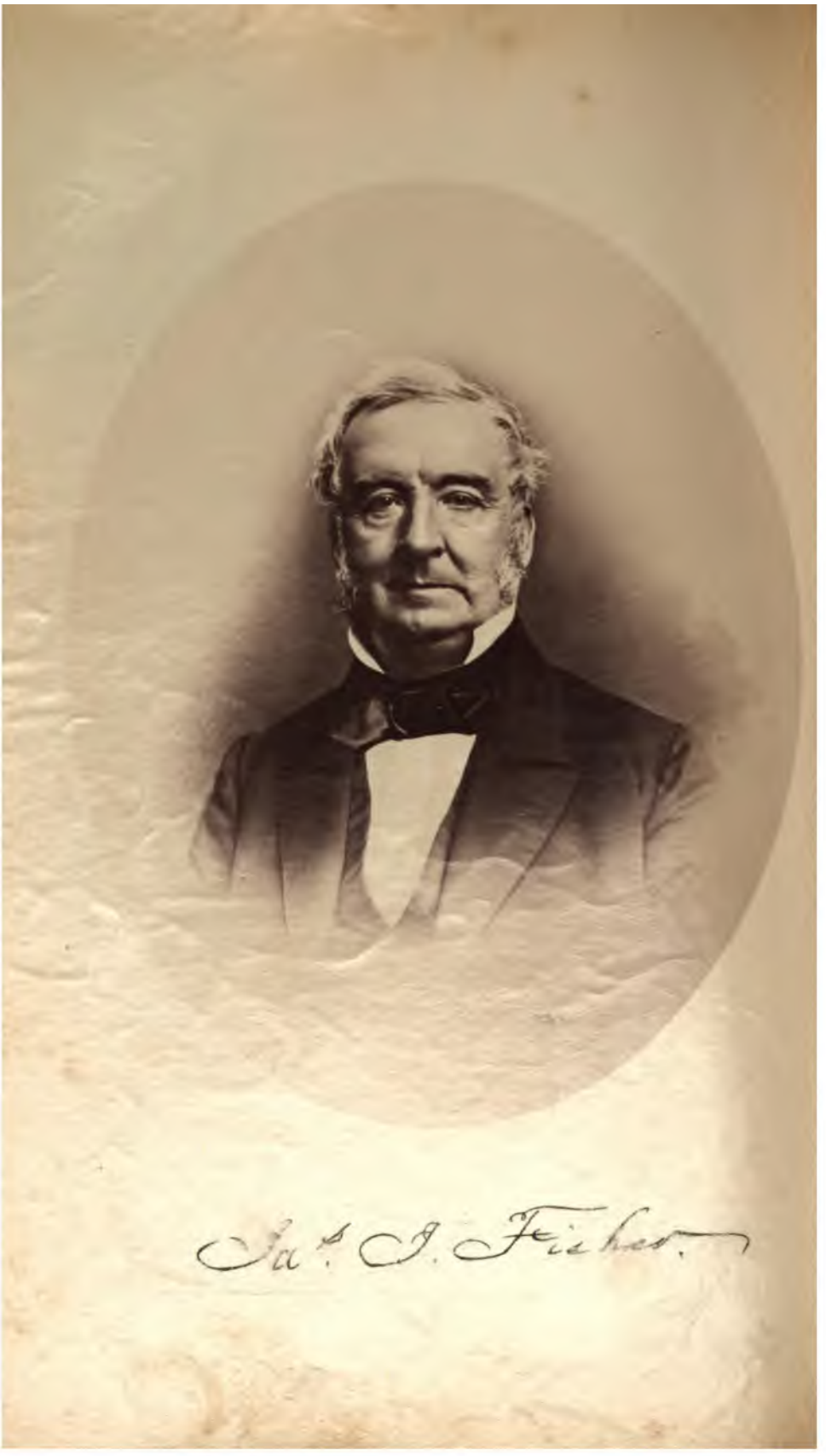
Mr. Eaton was for many years a Director, and for a time a Vice-President, of the Baltimore Board of Trade, and for several years Director in the Union Bank. He is at present a Director of the Savings Bank of Baltimore and of the Maryland Institution for the

Instruction of the Blind. In 1844 he married the daughter of William E. Mayhew, an old and respected merchant of Baltimore, and at the time of his death President of the Peabody Institute and of the Farmers and Planters Bank. In his religious views Mr. Eaton is a Unitarian.

Though of decided political opinions, Mr. Eaton has never been an active politician. On some special occasions he has been identified with party action, but has never sought office, being disinclined by temperament to the excitement of public life. Always in favor of upholding the constitutional provision as to slavery within the States, he was never an admirer of that system, and he accordingly sympathized in the efforts made to prevent its extension, and he did not waver in his devotion to the cause of the Union when he considered its integrity was put in peril.

The even tenor and regular routine of a purely commercial career rarely furnish many of those striking incidents and salient points which add interest to a biography. Business demands from its followers a close observance and undivided attention as the conditions of success, and the ardor of the pursuit often—perhaps too often—becomes so absorbing as to disqualify them for other occupations and legitimate enjoyments. In this respect Mr. Eaton's life has been exceptionally fortunate, and he has been able, without detriment to his more urgent affairs, to find leisure to devote to those literary pursuits to which his taste has always inclined him; and he has, moreover, at various times, enjoyed the pleasures and advantages of foreign travel, including a winter's residence in the Island of Madeira,—thus agreeably diversifying a life otherwise unmarked by noteworthy events. At the present time he has withdrawn from an active participation in business in consequence of impaired health.





Jas. S. Fisher.



JAMES ISOM FISHER.

JAMES ISOM FISHER was born in Baltimore, on the 11th of October, 1798. In the year 1815, he entered the counting-house of Messrs. R. H. & William Douglass, then among the most prominent and respected shipping merchants of the city. After the death of the junior partner, in 1821, the business was continued by Mr. Richard H. Douglass, with whom Mr. Fisher retained his connection, and ultimately formed a co-partnership under the style of R. H. Douglass & Company. From the dissolution of this firm, by the death of Mr. Douglass, in 1829, Mr. Fisher carried on the shipping and commission business, in his own name, until 1854, when he took into partnership with him his sons Robert A. and Richard D. Fisher, under the firm of James I. Fisher & Sons. In 1863, Mr. Fisher retired from business, and the house now bears the name of Fisher Brothers & Company, and is extensively engaged in the West India trade.

Forty-eight years of active business life, in all its stages, secured to Mr. Fisher not only the prosperity and leading position he deserved, but a reputation, justly unsurpassed, for scrupulous probity and honor. Educated to regard his calling as a liberal profession, he sought its rewards in none but its legitimate pursuits, and it would be difficult to find a better illustration than his career, of the reasonable certainty with which success may, by such means, be assured, where intelligence and integrity are combined with prudence, industry and system. The well-balanced intellect and character, so efficient and so fully recognized in the commercial life of Mr. Fisher, were equally conspicuous, at the same time, in all his modest and exemplary relations to society. His firmness and steadfastness of purpose and conviction were always happily tempered by fairness and moderation and a proper regard for the rights and opinions of others. It is thus that the rivalries and collisions of a long and busy life have left no animosities to cloud his retirement, and the respect in which he is held is as nearly universal and unqualified as may be, among men.





R. Fuller



R. Fuller

RICHARD FULLER.

THE Baptist Church in Baltimore has counted among its members some of our most eminent citizens, and although as a sect it was very limited in the early history of the city, it now exhibits a strong and rapidly progressive growth. To this end no one has contributed so materially as the Rev. Dr. Fuller. He was born in Beaufort, South Carolina, in 1808. At an early age he prepared for college, and received his degree at Harvard University in the class of 1824, although he left college at the end of his junior year. While at Cambridge, he was distinguished for scholarship, and the versatility of talent he displayed. On his return to his native State he adopted the law as his profession, and having completed his studies was admitted to the bar before the age of twenty-one, as required by the laws of the State. He at once entered on an extensive practice which grew so rapidly that, at the third term of the court after he was admitted, he had one hundred and fifty cases to argue. While thus engaged, with every prospect of future eminence as a lawyer, he was prostrated by a severe illness, during which his mind was much exercised on the subject of religion. On his recovery, he decided to join the Episcopal Church, and some years later was converted to the Baptist persuasion. Having been baptized, and entering ardently into the communion he had chosen, he abandoned his legal pursuits, and diligently studied theology for a year in his preparation for the ministry. He was then ordained and took charge of the Beaufort Baptist Church. During the time that he had charge of it, he extended the sphere of his labors beyond his own parish, and as a missionary displayed great zeal in preaching the gospel among the slaves. In 1836 he proceeded to Europe, spending a year there in consequence of impaired health, and on his return resumed his office with great effect.

Since 1847, Dr. Fuller has resided in Baltimore, taking charge of the Seventh Baptist Church, and laboring diligently and with marked ability and success in building up the sect to which he is devoted. When he came to this city the Baptists were, compared

with other religious denominations, very few in numbers, but now ten or twelve prosperous churches attest the growth of the sect, and Dr. Fuller is justly regarded as the most influential of its pastors. Honorary degrees have been conferred upon him by Harvard and Columbia Colleges. Dr. Fuller is a powerful pulpit orator and disputant. He has published several works: his principal writings being "Correspondence with Bishop England concerning the Roman Chancery;" "Correspondence with Dr. Wayland on Domestic Slavery;" "Sermons;" "Letters," &c. He is also noted for his colloquial powers, and wide culture of mind. The society of which Dr. Fuller is pastor is now erecting a new structure on the corner of Eutaw and Dolphin streets, facing Eutaw Square. It is entirely built of white marble, with a lofty pointed spire of the same material, and when completed, as it will be at no distant day, will present one of the noblest and most beautiful church edifices in the city.





H. N. Gambrell



H. T. Gambrell

HORATIO N. GAMBRILL.

HORATIO N. GAMBRILL, eldest son of John and Abigail Gambrill, was born in Anne Arundel county, Maryland, on the first day of December, 1810. In the following year his parents removed to Baltimore county, about four miles from the city. Here he received an elementary education at the country schools, until he reached the age of sixteen, when he was placed by his father as an apprentice to the Savage Manufacturing Company of Maryland, to learn the business of the cotton manufacture. The term of his apprenticeship endured between five and six years; during which time he was constantly and industriously employed in the various departments of the business. In accordance with the custom of the time, the young apprentice was employed in many duties which would probably be looked upon by many young men of the present day as menial; but which, in reality, aided no little in fostering habits of industry and developing self-reliance and independence of character. The salary he received at this time was about $100 per annum for board and clothing.

At the age of twenty, young Gambrill was promoted by the agent of the Company, Mr. Amos A. Williams, to the responsible position of overseer of the spinning department, and in about a year more received further promotion, and was made overseer of the carding department, the most important branch of the manufacture. After occupying this situation for about two years, he left the employment of the Savage Company, taking with him an excellent letter of recommendation from their agent.

Mr. Gambrill then visited the West, with the intention of taking up his residence in that section, but after a short absence returned to Maryland, and accepted the superintendence of the old Jericho Factory, situated on the Little Gunpowder Falls in Baltimore county. In the year 1836 he resigned this position, and in connection with David Carroll, commenced, in a very small way, the manufacture of cotton yarns at a place called Stony Works, near the

city of Baltimore. The buildings occupied for this purpose were those afterwards used by Michael Hurley as an ice house.

An incident which happened to him at this period, is worthy of record as exhibiting the independent spirit of the young manufacturer, and its ready appreciation by one who was no ill judge of character. One day, as he was driving a one-horse wagon, sitting astride a round bale of cotton which he was taking to his factory, he was stopped by the founder of a prominent commercial house in Baltimore, a gentleman still living at an advanced age, who said to him: "Don't you know, young man, that *that* is the most honorable position you can occupy?" Mr. Gambrill was much gratified at being thus noticed and encouraged by one so much his senior and a leading merchant; and to this day he never fails to revert to it with pleasure.

In the small business, thus commenced he was greatly assisted by his old employers, the Savage Company, who furnished all the requisite machinery on the most reasonable terms and at long credit. The last of the notes which were given in this transaction was paid exactly two years in advance of its maturity.

After continuing this business with encouraging success for two years, Mr. Gambrill leased from the trustees of Charles T. Ellicott the property then known as the Old Whitehall Flouring Mill, on Jones's Falls, and, in connection with others, built the Whitehall Cotton Factory, where in 1839 they commenced, with five looms, the manufacture of cotton duck for sails. In 1842 they purchased the Woodberry property from Messrs. Collins and Pettigrew of North Carolina, and in the following year built the Woodberry Factory for the purpose of carrying on the manufacture on a more extensive scale.

In 1845 he doubled the producing capacity of this factory, and the water power proving insufficient, steam was introduced in the following year. In 1847, in connection with other parties, Mr. Gambrill purchased from Hugh Jenkins, the Laurel Mill on Jones's Falls, and soon after built the Mount Vernon Mill, No. 1, converting, later, the old flouring mill into a cotton factory.

In 1852, Mr. Gambrill, with others, purchased the Washington Factory on the same stream, and proceeded to rebuild and enlarge the establishment, in which he put in operation 52 looms and 3,500 spindles for the manufacture of the lighter numbers of cotton duck. In the next year the Whitehall Factory was destroyed by fire, and upon its site was erected the Clipper Mill, a one-storied building, 600 feet in length and 50 feet wide, with such expedition that the

machinery commenced running in less than six months from the day of the fire.

Shortly after the completion of the Clipper Mill, Mr. Gambrill built the Park Mill at Woodberry, where he commenced the manufacture of netting for seines on the machinery invented and patented by the late John McMullen of Baltimore.

Both branches of manufacture continued to increase until the year 1865, when Mr. Gambrill sold out his entire interest to his partner, Wm. E. Hooper, and commenced building the Druid Mill, at present the largest manufacturing establishment in Maryland. This mill was put in operation in April, 1866, and has now running eight lappers, sixty-six carding engines, eight thousand spindles, and one hundred duck looms, consuming twenty bales of cotton daily, and turning out goods worth, at present prices, $55,000 per month, most of which are sold in Philadelphia, New York, and Boston. The establishment and machinery was erected at a cost of $470,000, and gives employment to three hundred persons.

Before the Old Whitehall Factory, previously mentioned, was built, all, or nearly all, the cotton duck used in this country was manufactured by the Passaic and Phœnix mills in Paterson, New Jersey, and the prices charged by those establishments greatly hindered the extension of the trade; but soon after the operations of the Whitehall Factory placed an equally good article in the market at a much lower price, the Maryland goods found such extensive favor as to almost entirely drive from the market the productions of the Russian and English looms, from which the mercantile marine of the country had hitherto been almost exclusively supplied. This continued until after the commencement of the war of 1861, when the price of the raw material rose so high as greatly to check the manufacture and bring the foreign goods into the market again. In 1866 cotton fell to about forty cents, when the manufacture and consumption of cotton duck revived, and at the present time the domestic article has again nearly driven the foreign from the market. The Passaic and Phœnix mills have also ceased producing this description of goods, being unable to compete with the Baltimore manufacturers in the markets of Philadelphia, New York and Boston. Large quantities of these goods are also exported to the British Provinces, and to South America, and they find considerable sale in the markets of Liverpool and London.

All this trade is supplied by the mills on Jones's Falls; the demand in Baltimore amounting to about $100,000 yearly, and for the eastern cities about a million and a half dollars. The annual

consumption of cotton by these mills is about 24,000 bales, or 10,800,000 pounds, which at the present price of sixteen cents, amounts to $1,728,000, from which the goods produced reach a value of not less than $2,500,000. The expenditure for labor in the factories alone is about $300,000 per annum.

This business, now so extensive and valuable to the city of Baltimore is the legitimate offspring of the five looms started in the old Whitehall Factory, in the year 1839. Although during nearly the whole of Mr. Gambrill's business life, other persons were associated with him, yet to his industry and perseverance is mainly due these great results. Brief as this memoir is, we know of none which contains a more valuable lesson to young men entering business life, of what results may be obtained by diligent devotion to their business, by freedom from that foolish pride which contemns honest manual labor as unworthy drudgery, by that ennobling self-reliance which springs from thorough knowledge; by enterprise, courageous, but not rash, and by integrity which no temptation can make swerve from the right.

During the early period of his business, several very advantageous offers were made to Mr. Gambrill to leave Maryland, and prosecute his manufacture in Massachusetts. A capital of $200,000 was offered for this purpose; but after duly weighing the proposals, he preferred to remain in his native State.

Soon after the building of the Woodberry Factory in 1843, it was deemed necessary to have a church for the religious instruction of the operatives, and for the accommodation of other persons in the neighborhood. Measures were accordingly taken by Mr. Gambrill, which resulted in the erection of a very neat church, which was used as a place of worship from that time until the year 1867. At this time, it having become entirely inadequate to meet its purposes, it was removed to give place to the large and elegant edifice just completed on the old site. The old church was mainly built by Mr. Gambrill and his business associates, and was for several years used as a place of worship for all denominations of Christians. It was finally presented, together with the lot of ground on which it stands, to the Methodist Episcopal Church.

Previous to the inauguration of the free school system in Baltimore county, Mr. Gambrill, in connection with his business associates, opened a school at Woodberry, and employing a teacher, gave gratuitous instruction to the children of parents in their employ, and to such other children in the neighborhood as chose to

avail themselves of the opportunity. This school was continued until the inauguration of the free school system in the county.

Mr. Gambrill, for twenty years of his life, was actively engaged in the Sunday School cause, and, in connection with his personal friend, the late Rev. E. Y. Reese, did much toward building up the Sunday School at Woodberry, which is now one of the most prosperous Sabbath Schools to be found in this county.

We cannot forbear mentioning an instance of his kindness to those who faithfully serve him.

Surely nothing would so reconcile (and prevent the many conflicts of) labor and capital, and stimulate emulation and mutual interest, as appreciative notice, and judicious reward to capable and worthy men. In 1860, the mill of the Savage Manufacturing Co., in which Mr. Gambrill served his apprenticeship, was sold. Subsequently, Mr. Gambrill acquired one-half interest in the mill, and disposed of it to Messrs. Donaldson & Burgee, the deserving superintendents of the "Clipper" and the "Washington" Mills. The terms were so generous and unexampled, that both gentlemen achieved a brilliant pecuniary success, and gratefully bore testimony to the liberality and favor of their employer.

In connection with another party, now deceased, several valuable improvements in machinery have been invented by Mr. Gambrill; among others, a self-stripping cotton card, the right of which he sold in England for $66,000, and from which he receives, in the United States, an annual royalty of $4,000.

Mr. Gambrill is now sixty years of age; in the full enjoyment of excellent health, and still in the prime vigor of his bodily and mental faculties. He continues, in association with two of his sons and Henry C. Tudor, the prosecution of his large and prosperous business. He has embarked in no enterprise or speculation outside of his legitimate occupation, the cotton manufacture, to which his energies are still devoted, and which now yields him, in an ample income, the well earned reward of his active life.





John W. Garrett



John W. Garrett

JOHN W. GARRETT.

JOHN W. GARRETT, the President of the Baltimore and Ohio Railroad Company, was born in the City of Baltimore, on July 31st, 1820. He was the second son of the late Robert Garrett, a wealthy merchant, largely engaged in foreign and domestic commerce, who, throughout a long life, enjoyed the respect of his fellow citizens for his intelligence, enterprise and purity of character.

John W. Garrett was educated in the city of Baltimore, until his removal to Lafayette College, in the State of Pennsylvania, where he completed his studies. On his return home, he entered his father's counting room, and became a partner with his father and elder brother, Henry S. Garrett, at the early age of nineteen years, in the firm of Robert Garrett & Sons.

Mr. Robert Garrett knew, thoroughly, the unlimited resources and production of the Western States, and understood the geographical advantages which Baltimore enjoyed as their market and place of supply. He therefore spared no pains in cultivating close relations between the City of Baltimore and the communities west of the Alleghany Mountains, and gave a zealous support to the projects for opening those communications by canal and railway, which were required by the rapid increase in the population of the States bordering on the Ohio river.

His sons, Henry S. Garrett and John W. Garrett, shared the opinions of their father, and, when they entered into business with him, devoted themselves to the same great objects, while, by their energy, they enlarged the scope of the business of the firm of Robert Garrett & Sons. The house became the active correspondents and representatives of George Peabody & Co., of London, and of other well known European firms, as well as of many leading mercantile firms, in the Western States, and held a leading position in the commerce of the city.

While thus engaged in active commercial life, Mr. John W. Garrett was a close observer of the progress of the construction of the Baltimore and Ohio Railroad. This work, although nominally

opened to Wheeling, in 1852, remained embarrassed and practically ineffective to as late a period as 1856. Mr. Garrett, although solicited to take part in its affairs at an earlier day, declined to participate in the contests in which the Company was engaged, until 1857, when he was induced to attend a meeting of the Stockholders, which had been called to consider its affairs. He took an active part in the discussions which arose at that meeting. He maintained that, although the stock of the Company was owned in part by the State of Maryland, and in part by the City of Baltimore, as well as by individual citizens, yet the nature of the ownership of each proprietor was the same; that each was alike interested in the profitable management of the Company, and that a similar obligation was devolved upon the representatives of each class of proprietors. He insisted that it was the duty of every Board of Directors, by whatsoever constituency its members were elected, to employ to the best and most profitable advantage the property committed to its charge; to maintain a just proportion between the expenses and revenues of the Company, and to practice the exact and rigid economy, in dealing with its property, which any just and intelligent agent would employ in managing property belonging to himself.

These opinions were embodied in resolutions which were adopted by the stockholders' meeting to which we have alluded. They form the ground work of that policy which has, after a struggle of thirteen years, made the Baltimore and Ohio Railroad Company an unrivalled example of successful management.

In October, 1857, the stockholders of the Company, being determined to give, if possible, effect to the resolutions which they had adopted, requested Mr. John W. Garrett to accept the office of Director in the Company. He did not shrink from the performance of the laborious duty, which he had foreseen would devolve upon those who undertook to reform the management of the Company and to conduct it solely as an industrial enterprise.

The embarrassment in which the Company was involved was of the most serious character; and, although it had arisen accidentally, was difficult to remedy. When the Baltimore and Ohio Railroad Company was incorporated, in the year 1827, it was believed that the sum of three millions of dollars would suffice to construct and equip the line from Baltimore to the Ohio river. This sum, therefore, was assumed to be the basis upon which the ratio of representation in the Board of Direction ought to be computed. The Legislature, with great wisdom, provided a scale of representation which gave the management of the road to the individual stockholders,

although they were authorized to subscribe to one-half part only of the capital stock of the Company. No party considerations induced the State to grant the charter authorizing the construction of the road, and it was wisely determined to place the management of the property in the hands of those who were personally and permanently interested in its productiveness, rather than commit it to the control of the rapidly-changing representatives of a political body. But, unhappily, the estimates made of the real cost of the road were not well founded, and it was soon discovered that a large increase of the capital stock was necessary to the completion of the work. The stockholders of the Company were unwilling to sacrifice the large sums of money which they had already invested; the public clamored for the completion of the road; the Legislature, less wise or less liberal than the body by which the charter had been granted, in giving new aid, and in authorizing it to be given by the City of Baltimore, insisted upon increased representation for the State and City; whilst the friends of the railroad company omitted to reserve any right to increased representation to the individual stockholders who might agree to increase in equal or greater ratio their ownership in the stock of the Company. The result was that, although the new stock subscribed for by the State and the aid afforded by the City of Baltimore were insufficient to complete the road, and means were provided by the individual stockholders, thus making them the owners of the majority in value of the whole stock in the Company, yet they were, in fact, represented only by a minority in the Board of Direction—the State and City having, together, in the year 1857, eighteen Directors, while the individual Stockholders, owning a majority of the stock, could be represented only by twelve Directors.

The evil effects of this condition of affairs were manifest when the State of Maryland and the City of Baltimore were agreed in political opinion. A majority of the Board of Directors became, of course, a part of a compact political organization, which could, at its pleasure, control the management of the Company. When the State of Maryland and the City of Baltimore disagreed in political opinion, the plurality of votes in the Board remained with the representatives of individual stockholders; but, nevertheless, they were unable to adopt or maintain any policy, without the concurrence of the political directors, appointed by the State or city, or without the aid of so many individual members from one or the other of these delegations as would give a majority of votes to the directors representing the stockholders.

Those who are familiar with the history of internal improvement corporations in this country can be at no loss to conjecture the difficulties arising from this circumstance, if no others had existed, when Mr. Garrett became a member of the Board of Directors in 1857. The corporation was in hourly danger of becoming one of the prizes of the political arena. Its resources, though undeveloped, were large; its revenues, though meagre in comparison with their present amount, were far greater than those of any other corporation in the State, the patronage of the company was very great, and a large number of men in the city of Baltimore and in the western counties were in its employment. It was, as has been shown, practically subject to political control.

It cannot be pretended that the Baltimore and Ohio Railroad Company escaped the ruin, which political management would have brought upon it, because of the self-denial practiced by any one of the political parties, which elected the majorities of its Directors. Each party, as it rose and fell in the State of Maryland, endeavored to obtain control of the Company, but each was foiled by the independent action of some of the political members of the Board, who deemed it to be their duty to prevent the subordination of the Company to political rule.

Mr. Garrett, however, plainly perceived that the Company could not always reckon upon escaping from this danger; and therefore, from an early day, after his election as a Director, he considered the necessity of taking such measures as would rescue the Company from the impending peril, and save the property of the State, city and individuals alike from great depreciation and loss.

In the autumn of 1858, the measures shadowed forth in the address and resolutions offered by Mr. Garrett, became the subject of earnest and excited discussion in the Board of Directors. Four of the Directors, representing the State and city, having declared their adherence to the new policy, Mr. Johns Hopkins nominated Mr. Garrett for the Presidency of the Company, and the controversy ended by his election to that office.

The practical wisdom of the policy inaugurated by Mr. Garrett, was shown at the close of his first year of office. Although, owing to a depression in commercial transactions, the gross receipts of the Company were in 1859, the first fiscal year of his administration, less by $272,903 50 than in 1858, the increase in the aggregate comparative net gains of the Company—the result of his wise economy and careful supervision—was $725,325 16. These greatly increased earnings so improved the financial condition of the Com-

pany, that a semi-annual dividend was declared in the Spring of 1859, which was the first of that series of regular dividends, which has been maintained since that period.

In 1860, the second year of his administration, the results were still more remarkable. The gross earnings were $3,922,202 94, an increase of $303,584 49 over the preceding year, and of $65,715 15 over the fiscal year of 1858. Notwithstanding this limited improvement in the general traffic, the increase of net profits on the Main Stem amounted to $980,300 83. The Board announced in its annual report of that year, that all purchases had been made for cash, and that the Company was entirely free from floating debt. The general economical management of the business and finances of the Company resulted in an aggregate of profits for the fiscal year of $1,834,569 25, which showed a net gain of more than 18 per cent. on the capital stock. During this year the extra dividend of a portion of the surplus fund, which had been declared on the 17th of December, 1856, was finally decided to be legal and valid, and the interest, which had accumulated upon this dividend, whilst it was in litigation, viz. from the 1st of June, 1857, to the 1st of June, 1860, $545,950 80, was paid from the earnings of the Company.

On the 17th of November, 1858, the period at which Mr. Garrett became President of the Baltimore and Ohio Railroad Company, the market price of its stock was $57, and of the extra dividend, (amounting to $3,033,060, and then in litigation,) $10 for each $100 thereof, making the actual average market rate at that date $46 per share for the capital stock on the aggregate basis subsequently established. The extra dividend was declared in certificates of indebtedness, which bore interest at six per cent., until converted into the stock of the Company on the 1st of June, 1862.*

No other proofs were needed to confirm the views of the new President. The path of success being now clearly marked out, he addressed himself to the task of providing against those partisan attempts, which in the existing organization of the road, always threatened to endanger its profitable usefulness.

When we consider that all men are to-day agreed that it is wise to separate works of internal improvement from political control, and that it is an especial cause of public thankfulness that this Corporation has been withdrawn, to a large extent, from such influences, it is painful to reflect upon the opposition made from 1858 to 1864 to the proposition that the several classes of stockholders in the

* The present price of the stock, as thus augmented, is one hundred and forty dollars per share.

Company should be allowed to exercise an influence in its management proportioned to the extent of their respective interests in the property. The motives to that opposition were, however, not wholly political, but arose partly from different impulses. From whatever cause it sprang, it was strong enough to resist, year after year, the calm and dispassionate request of the Company that some mode might be devised by which the impending evil of political control could certainly be avoided. No remedy was devised for the evil until 1864, when the State, by authorizing its financial officers to exchange the stock owned by it in the Company in a certain order and with particular exceptions, necessarily provided for the relinquishment of a portion of its control. This provision again engrafted upon the Constitution of 1867, finally secured the stability of the Company as a purely industrial enterprise.

These changes in the organic law of the State, and in the relations of the Baltimore and Ohio Railroad Company to the State, have been the marked incidents in the history of the Corporation. The work of bringing them about forms a signal labor and success in the official life of President Garrett. The individual stockholders of the Company do not even yet exercise a power and influence in anywise proportioned to the amount of interest owned by them in the Company; but they hold, nevertheless, owing to the energy and success with which Mr. Garrett has upheld their rightful claims, authority enough to protect the Company against the dangers which had previously beset its path. On the other hand, Mr. Garrett has never f iled to acknowledge the cordial and efficient support which he has received from the stockholder directors, or to recognize the confidence reposed in him by the great majority of those representing the State and city, in his long official career.

While engaged in this great struggle to maintain the stability of the Company as a purely industrial enterprise, Mr. Garrett was not neglectful of other questions which deeply concerned its interests. He never forgot the maxims which he had inculcated upon the stockholders when he first took part in their deliberations. He maintained always the opinion that the success of every railroad company was assured if its business concerns were managed with strict care, skill and integrity. He therefore held every officer and every employee of the Company to a strict accountability, and exacted from each a rigid economy in the disbursement of the funds of the Corporation. He insisted upon an ample equipment of the road, upon completeness in the workshops of the Company, upon the construction of extensive buildings to meet the varied wants of

the Corporation, and upon the adoption of every improvement which would facilitate the transportation of freight and assure the comfort of the passenger.

This sytem of management was in full force and activity when the great civil war commenced, in April, 1861. The location of the Baltimore and Ohio Railroad was apparently as unfortunate as could well be imagined. From Baltimore to the Potomac river, near Harper's Ferry, it was located within the State of Maryland. From Harper's Ferry to a point not far from Cumberland, in Maryland, it traversed the State of Virginia. From thence it crossed the mountain region of Maryland; and again entering the State of Virginia, crossed that State to Wheeling, while its branch road, diverging at Grafton, ran thence one hundred and four miles to Parkersburg, on the Ohio river.

The line of road, therefore, skirted the territory which was destined to be the chief route of armies throughout the war. Owing to this circumstance the line was broken many times, as armies advanced and retreated, or as forays were made or repulsed. The effect of each breaking of the line was to convert the road, apparently, into isolated and separate fragments. But such was the wonderful energy shown by President Garrett, and infused into the skilful, and disciplined men under his control, that the practical utility of the road was never lost. When such disasters occurred, they had been so far foreseen and provided for, that each severed section of the road seemed to be possessed of its own organization and equipment, and able to do the enormous military business entrusted to it, as perfectly as if the whole road had remained entire. No incident of the war—no personal, public or local excitement—interfered with the operations of the road, when there was any possibility of conducting them as usual. The President, cheerfully sustained by the majority of his Board, remembered that he was responsible, primarily, for the safety of the great property which had been committed to his charge, and he administered it in strict subordination to those principles which he had prescribed as proper for the government of the Company at the stockholders' meeting held in 1857, to which allusion has already been made.

At the conclusion of the war the Company, under the lead of its President, entered upon a yet more active career of usefulness. The Parkersburg Branch Railroad was put in thorough order and its twenty-three tunnels solidly walled and arched, at a cost of one and a half millions of dollars. The Washington County Branch Railroad, from Knoxville to Hagerstown, was built; the Central

Ohio Division, from the Ohio river to Columbus, was reorganized, and a branch road provided from Newark on the Central Ohio Road, a distance of one hundred and sixteen miles, to Sandusky, on Lake Erie. The line of the Marietta and Cincinnati Railroad, worked in connection with the Baltimore and Ohio Road, was improved; the Metropolitan Branch Road, from the Point of Rocks on the main line to the city of Washington, was placed under construction; the building of one great iron bridge over the Ohio river at Parkersburg, and of another over the same river at Bellaire, was commenced; and a provision of means was made to complete fully, within a brief period, the railroad extending from Pittsburgh, through Connellsville, to Cumberland, in Maryland, where it will connect with the Baltimore and Ohio Railroad Company. In addition to these undertakings, arrangements were also organized to open more direct communications, through the Valley of Virginia, between the City of Baltimore and the Southwestern States. These improvements and changes, so far as completed, have resulted in increasing the aggregate receipts of the Baltimore and Ohio Railroad Company from the sum of $4,301,009 27, received during the fiscal year ended September 30th, 1859, to the sum of $10,840,370 48, received during the fiscal year ended September 30th, 1870. After the payment of all interest and dividends on capital invested in the road and its branches, the Company is possessed of surplus profits amounting to $21,375,050 73, which are undivided, and represented by its proprietorship of branch and connecting roads and other property. Thus the enormous sum of $19,355,835 66 of net earnings has been accumulated and invested in works adding largely to the usefulness of the Baltimore and Ohio Railroad Company during the administration of President Garrett.

In addition to the development of the railway enterprises, to which allusion has been here made, Mr. Garrett has of late years steadily directed the attention of his Company to the propriety of organizing steam lines of communication between the chief ports of Europe and the harbor of Baltimore. The Board over which he presides has already, by an arrangement with the North German Lloyd Steam Ship Company, secured a semi-monthly line of first class steamers between Bremen, Southampton and Baltimore, and measures have been taken to secure a similar line of steamers between Liverpool and Baltimore. There can be no question, that the opening of such lines of steam communication from Baltimore to Liverpool, Havre, Bremen and Rotterdam, would do much to increase the trade, and to add to the general prosperity of Baltimore.

Its neighborhood to the cotton and tobacco growing sections of the United States, the shorter lines of railway, connecting it with the South, Cincinnati, St. Louis and the Southwest, and with Chicago and the Northwest, and its cheaper fuel, give it advantages with which no other city on the Atlantic coast can profitably compete. It is very fortunate for that community, that the Baltimore and Ohio Railroad Company, has been willing and able to undertake the partial support of such lines of ocean travel and traffic. It is no less fortunate that the people of the State of Maryland, keenly alive to the importance of exerting every power to promote the welfare of their chief commercial city, agree thoroughly with the committee of the House of Commons, of which Lord Stanley, now the Earl of Derby, was Chairman in 1864. That Committee, when the subject of the steamboat powers of railway companies was under consideration, did not hesitate to affirm the expediency of permitting railway companies to carry by sea, as well as by land; and English railway companies are now largely engaged in subordinating ocean traffic and travel, to the uses and developments of their home companies and home ports.

These great results enuring, year by year, most advantageously to the interest and prosperity of the State of Maryland, and of the city of Baltimore, have contented both; and, fully satisfied with the practical working of the policy, which Mr. Garrett inaugurated, under so many difficulties, the great majority of the representatives of both constituencies, have united, year after year, in soliciting him to remain in the occupation of the Presidency.

In concluding this notice, it is impossible to forbear mention of the fact that Mr. Garrett has not hesitated to apply his rules of economical administration to himself, in his official relations to the Company. He believed that example taught a better lesson than precept. After he became President, and gave his time so largely to the duties of his office, the Board of Direction, by a unanimous vote, increased his salary from $4,000 a year, which was the rate when he took office, to $10,000 a year. This increase of salary he declined. It was not to be wondered at, therefore, that he should refuse to accept the offer of the presidencies of other railway companies, though accompanied—one by the proposition of a salary of $30,000 per year, and one by a proposal of a salary of $50,000 per year. He has been content, apparently, to abide with those among whom his life began. He certainly could propose to himself, no aim or purpose, more useful than the complete and successful development of that entire system of Maryland Railways, with which his

name has been and must remain inseparably associated. Mr. Garrett continues to occupy the office of President of the Baltimore and Ohio Railroad Company, and is also the head of the firm of Robert Garrett & Sons, doing business in the City of Baltimore. Robert Garrett, his father, died greatly respected, in 1857; and Henry S. Garrett, his elder brother, died equally esteemed and lamented, in the prime of life, in 1867. The two sons of Mr. John W. Garrett, Robert Garrett and Thomas Harrison Garrett, are now with their father, the only members of the firm. The house, in its commercial relations, maintains the unspotted reputation which has always distinguished it, and continues as it has always, to promote every railway, steamship or other enterprise, which could add to the commercial prosperity of the town, as well as to promote those other objects of public charity, recreation, or instruction, which excite the interest of the people of Baltimore.





E. S. Gary



F. S. Lyon

JAMES SULLIVAN GARY.

JAMES SULLIVAN GARY, born at Medway, Massachusetts, on November 15th, 1808, was descended from John Gary, who with his brother James, emigrated from Lancashire, England in 1712, and settled in this country; James at Marblehead, Massachusetts, and John in New Hamsphire.

His father having died, leaving a large family dependent on their own exertions for subsistence, James went to work, at the early age of five years, in the cotton mill of the Medway Manufacturing Company, where he remained constantly employed until 1820, acquiring thus a thorough practical knowledge of the minutest details of the manufacture which contributed largely to his success in after life.

His opportunities of education were necessarily very limited, but were improved to their fullest extent, in which he was aided by a kind and exemplary mother.

Quitting the Medway Company to find more remunerative employment elsewhere, he was engaged successively in various manufacturing establishments, thus enlarging his knowledge of the business, and in 1830, by strict economy and incessant industry he had succeeded in accumulating a few thousand dollars. In this year he was married to Pamelia, daughter of Deacon Ebenezer Forrest of Foxboro', Massachusetts, and removed to Mansfield, Connecticut, where he became a partner in a cotton factory. This first adventure in business on his own account proved unfortunate; the agents of the mill became bankrupt, and the capital he had invested was entirely lost.

After this disaster, Mr. Gary returned to Rhode Island, and for a number of years had charge of one of the departments of the mills of the Lonsdale Manufacturing Company. In 1838, he removed with his family to Maryland, having been engaged to take charge of one of the departments in the Patuxent Manufacturing Company, at Laurel, Prince George county. Here he remained until 1844, when with three other gentlemen, he established the Ashland Manufacturing Company of Baltimore county, and assumed the entire

control of the mill. This Company was one of the most prosperous of its kind that was ever inaugurated. While thus engaged he was invited by the Patuxent Company, who had been greatly impressed with his energy and administrative ability, to undertake the general supervision and control of their works, which for some time he did, without severing his connection with the Ashland Company, but visiting and directing both. The latter Company continued in successful operation until 1854, when the buildings and machinery were destroyed by fire.

A year or so before this occurrence, Mr. Gary, in connection with another gentleman, had established the Alberton Manufacturing Company, at Elysville, in Howard county, which continued in operation until 1857, when it shared the fate of many other business houses in the financial crisis which swept over the country. A reorganization was effected, however, soon after, and operations resumed under the name of the Sagouan Manufacturing Company.

In 1859, Mr. Gary discovered that through the management of his associate who controlled the financial operations, the Company had become involved in outside operations to a large amount, and with disastrous results. Upon this he arranged to assume the entire ownership of the establishment, accepting the heavy indebtedness, which, in the opinion of the creditors stood, but a poor chance of complete liquidation. Recognizing the fact that Mr. Gary ought not to be held responsible for what had been done without his knowledge, they were ready to agree to a very liberal compromise; but Mr. Gary declined to take any advantage of their generous disposition, and only asked time to recover from this unexpected misfortune, when he would discharge every claim in full.

A settlement on this basis was effected, and Mr. Gary assuming the entire control of the business, showed that his qualifications for mercantile and financial transactions were not inferior to his skill as a manufacturer. His affairs prospered rapidly; and in half the time for which he had asked, he was able to pay off the indebtedness of the concern in full, with interest.

In 1861, he took into partnership his son James Albert Gary, under the firm name of James S. Gary & Son, with office and warehouse in Baltimore. In 1863, for the purpose of securing a wider field of operation in the purchase of cotton and sale of manufactured goods, a branch house was established in St. Louis, Missouri, under the style of James S. Gary & Company. Great prosperity attended these enlargements of the business.

We pass over the events of the war, merely noting that during that troublous time Mr. Gary was a sincere and zealous Unionist.

In 1866, the property of the firm at Elysville, commonly known as Alberton, was considerably damaged by a freshet. It was again visited in the same manner, and far more disastrously, in the memorable flood of 1868, when the whole valley of the Patapsco was suddenly swept by a torrent which destroyed many lives and millions of property. On this occasion Mr. Gary, himself, narrowly escaped; but the waters which spared his life, carried destruction to his cherished objects of pride, his little village and the mill. The prospect was a disheartening one; it would cost much time, great labor, and many thousands of dollars to repair the devastation of a few hours.

But scarcely had the waters subsided when Mr. Gary set to work with his usual indomitable courage and will. His first act was to relieve the immediate necessities of the sufferers around him, and this done, to repair and rebuild his mill, so as to have it as quickly as possible in running order. At this task he worked day and night, until the end was accomplished; and though the Alberton Mills had suffered more extensive damage than any other factory on the stream, excepting one which was entirely destroyed, they were by some weeks the first to resume operations. At this time many improvements and additions were made, such as Mr. Gary's judgment and experience suggested, and the capacity of the mill was doubled.

Mr. Gary died rather suddenly, from the effects of a carbuncle, on March 7th, 1870, aged sixty-two years, and was buried at Alberton, the scene of his many labors, where the busy factory and its pleasant surroundings remain as monuments to his energy and skill. He was a man of genial manners and amiable disposition; kind and considerate to those in his employment, though strict in his discipline. He left two children, a son and a daughter; the latter married to H. B. Holton, and residing at the mills.

Mr. Gary afforded a striking example of what an undaunted spirit and untiring energy can accomplish in the face of the most disheartening circumstances. Although past middle age at the time of the pecuniary difficulties above referred to, he did not despair as most men would, but casting all thoughts of the past and its gains and losses to the winds, he addressed himself to the future, and in an incredibly short space of time, he had not only shaken off the shackles of debt, but accumulated a large fortune.

The village of Alberton is pleasantly situated on the Patapsco river, in Howard county, about twelve miles from Baltimore, and on

the line of the Baltimore and Ohio Railroad. The population numbers some nine hundred, consisting entirely of persons employed in the mills, and their families. The houses are mostly built of brick and supplied with gas and water. The village has the advantages of a school and library; a commodious hall for lectures, religious services, and Sunday school; a store for supplies; a post-office, and a resident physician. It was Mr. Gary's constant aim to provide every comfort for his large family of operatives, and to protect them from all immoral influences. Hence one of his strictest regulations was that forbidding the sale of intoxicating liquors in the village.

The mills are built of granite, in a solid and substantial manner. The machinery, comprising two hundred and twenty-eight looms and eight thousand spindles, is of the latest and most improved description, driven by an unfailing water-power. The goods manufactured are various, consisting chiefly of sheetings, drills, osnaburgs, light duck, denims, awning stripes and warps. Under their various brands of "Alberton," "Kentucky," "Sagouan," "Western Star," &c., they have all acquired high reputation in the leading markets of the country. Their production consumes annually about three thousand bales of cotton.

The precautions against fire in this establishment are especially ample, and the provisions made for its extinction, of a peculiar kind, probably superior to those in any mill in the country.

Since Mr. Gary's death the business has been continued in the same name by his son, like his father, a practical manufacturer.





Philip F. Gurley



PHILIP T. GEORGE.

THE parents of PHILIP T. GEORGE were both Marylanders, of English descent. His father, William E. George, came to Baltimore from Kent county, in the year 1800, and engaged in connection with the late Philip E. Thomas, in the hardware business. His mother was the daughter of Jonathan H. Ellicott, who, with his brothers, came to Maryland from Pennsylvania, near Philadelphia, about the year 1765, and established mills and iron works on the Patapsco, and located themselves on the site formerly called from them, Ellicott's Mills, now Ellicott City. Their son, Philip T. George, was born in Baltimore, in 1817.

In his fifteenth year young George entered his father's store, taking, as was the custom at that time, when men were scarcely thought duly qualified for business, unless they had risen regularly from the ranks, the lowest position in the establishment.

Mr. George married Miss Jenkins, of Baltimore county, whose family, also English, had left the mother country about the middle of the seventeenth century, on account of the persecution of persons of the Catholic faith, which they held, and settled in St. Mary county, whence they subsequently removed to Baltimore county, where they acquired land by patent in the locality known as Long Green.

In 1848 Mr. George formed a partnership with T. R. Jenkins, for the purpose of carrying on the wholesale provision business, as commission merchants and packers and curers of hams and bacon. This firm, bearing the name of George & Jenkins, is still flourishing.

For three years the new business made but little progress; but constant attention and hard work bore their rarely failing fruits, and success was assured after the fourth year.

About 1850 the planters in the South began to devote their entire attention to the cultivation of the especial Southern staples, cotton, sugar, tobacco and rice, to the neglect of grain; a procedure which of necessity prevented them from making their own salted provisions. Hence arose a great demand for bacon, pork and lard, and

made an opening for an active trade in those articles, of which merchants were quick to avail themselves. As a matter of course many difficulties had to be overcome in meeting this rapid expansion of business; and one of the chief was the deficiency of steamboat communication with Southern cities. At that time Baltimore had not an ocean steamer running to a Southern port; and shippers had to rely upon transient sailing vessels, making voyages at irregular intervals. This uncertainty and deficiency of transportation was long a serious embarrassment to the merchants; and by placing Baltimore at a disadvantage in this respect, compared with some other cities, deprived her to a great extent of the advantages of her position and market, in competing for the Southern trade.

With all her wealth and energy, it must be confessed that the good city has been at times slow to put into effective action lines of policy, the wisdom of which was patent to all; and various plans were broached and partly acted upon for years before sufficient co-operative force was brought to bear upon any to make it a decided and permanent success.

At last a number of business men and capitalists, among whom was Mr. George, determined that this impediment to the increasing prosperity of Baltimore should no longer exist. One line was started; then another, which were worked with varying success, until at present there are now steamers running regularly to Wilmington Charleston and Savannah; and steamers make daily trips to Richmond.

Thus, ample provision has been made for that Southern trade which is daily increasing in value, which naturally belongs to Baltimore, and which it is her true policy to attract and foster. Some idea of its increase under these favoring circumstances may be formed from the fact that the freight now shipped by way of Norfolk alone, exceeds the total shipments to all Southern ports twenty years ago.

These seaboard communications, co-operating with her great Railroad, make Baltimore the grand *entrepôt* between the Southern Atlantic States and the great West, and enable her to pour into the former the breadstuffs, the provisions, and other staples furnished by the prolific soil of the latter. Thus, among the important branches of traffic to which the city owes its prosperity, the provision houses occupy a foremost place.

The following statistics will give some idea of the extent of this trade, and of its importance to the city.

The sales for the past two years have been in round numbers:

1869.

	Pounds.	Barrels.	Value.
Bacon,	47,000,000		$8,700,000
Lard,	6,000,000		1,200,000
Pork,		18,000	550,000
			$10,450,000

1870.

	Pounds.	Barrels.	Value.
Bacon,	45,000,000		$6,750,000
Lard,	7,000,000		1,350,000
Pork,		20,000	500,000
			$8,600,000

There are fourteen houses engaged exclusively in the trade, with an active capital of $2,500,000. Of these the house of George & Jenkins, from the extent of its business, may justly be styled the head.

In character, Mr. George is peculiarly unassuming, rather shrinking from prominence than coveting it; and his talents have been chiefly devoted to the development and conduct of his business, or to matters having a direct bearing upon the commercial interests of the city. In business transactions he exhibits the quick appreciation and prompt decision which are as necessary to the successful merchant as the successful general; but tempered with a courtesy which wins the esteem of all who come into contact with him. In private life his amiable and generous disposition have endeared him to numbers of personal friends.





William F. Gale





William F. Gelet

WILLIAM FELL GILES.

WILLIAM FELL GILES, Judge of the United States District Court, for the District of Maryland, was born in Harford county, Maryland, April 8th, 1807. His ancestors, the Gileses and, on his mother's side, the Pacas, were among the early settlers of the State. The latter family were originally Friends who had sought an asylum from the religious persecutions of the old world in the colony founded by Lord Baltimore—the home of toleration in a bigoted age.

Judge Giles secured his early education at Baltimore College; he was subsequently a pupil for several years of Dr. Barry, the head of a once flourishing academy in Baltimore city, but completed his education at the academy in Bel Air, in his native county, then under the charge of the Rev. George Morrison, as head master. In 1826, he came to Baltimore to study law, and entered the office of the late Judge Purviance. In 1829, he was admitted to the bar, and began the practice of the profession, to which he continued to devote himself with increasing reputation and success, until his elevation to the bench in 1853. During the whole of his professional life and since, Judge Giles's residence has been in Baltimore city.

In 1837, being then thirty years of age, he was nominated for the Legislature by the Democratic party, to whose principles he has always been attached, and was elected a member of the House of Delegates from Baltimore city; leading the entire party ticket. After serving one term in that body, Mr. Giles declined the renomination which was tendered him, preferring to devote himself to the practice of his profession; but his party having been defeated the following year, in 1839, he was prevailed upon to accept a second nomination for the Legislature, and was again triumphantly elected. He could not be induced, however, to become a candidate a third time, although the nomination was again pressed upon him. It was impossible, however, for Mr. Giles to withdraw himself altogether from political life. He was a sincere and earnest Democrat, interested in the success of Democratic principles, which he believed

to be those of the Constitution, and his character and abilities, as well as his previous services in the Legislature, caused him to be recognized as one of the leaders of his party in this State. Consequently, in 1845, he received the Democratic nomination for Congress in Baltimore city, and was elected in a district thought to be strongly Whig; and under circumstances which made his success extremely flattering. His Whig competitor on this occasion was John P. Kennedy, the accomplished author of "Horseshoe Robinson," and "Swallow Barn," as well as of the "Life of William Wirt," and who was afterwards Secretary of the Navy under the administration of President Fillmore. After serving his full term in the House of Representatives, at Washington, Mr. Giles declined a renomination, and returned to his practice. He continued, however, to take an active interest in the politics of the country and of the State until July, 1853, when, upon the death of Judge Glenn, he was appointed by President Pierce, Judge of the District Court of the United States, which office he now holds. From the time of his appointment and entrance upon his judicial duties, Judge Giles has scrupulously refrained from taking an active part in politics, or even from attending political meetings. It is his opinion that in such matters, as in every relation of life, which may by any possibility be supposed to affect his impartiality, or expose him to any imputation of unfairness, a judge should not only be free from blame, but above suspicion; and his practice has been strictly in accord with the rigid rule he has laid down for himself in this respect. The example is one which it would be well for all who occupy judicial stations to imitate.

Judge Giles was for more than thirty years an officer of the Maryland State Colonization Society, and for more than twenty years one of the Commissioners of the State of Maryland for removing its free people of color, such of them as chose to go, with their own free consent, to Liberia. He was in fact an early, as he has been a constant friend of the colored race, sympathizing with them in their efforts for self-improvement, and ready to contribute in any useful and practical way to the amelioration of their social and political condition. Inheriting, perhaps, some of the peculiar views of his Quaker ancestors, in regard to the institution of slavery, he never owned a slave. While respecting the opinions (as well as the rights) of others upon this subject, he did not hesitate to express his own sentiments in an address which he wrote and published in behalf of the Colonization cause as early as 1835. He then said, speaking of the dangers which were inseparable from the continued

existence of slavery, in language which at this day seems almost prophetic: "Look abroad over the face of your land, and say, is there no cloud in the heavens? Is there nothing that tells you that danger is nigh, and that there is an evil within your borders which must be removed? Can any one contemplate the scenes which have lately taken place in Mississippi, and witness the feeling that pervades the South, without being convinced that slavery is a great curse, and that every one who loves his country should do something to lessen its burden while it hangs over us, and fervently hope that the day may come when it will no longer rest upon the land?"

It may be observed that views similar to those here expressed by Judge Giles were not uncommon among the public men of the South at that day, and that in Maryland and Virginia, particularly after the horrors of the Southampton massacre and the Nat Turner insurrection in the latter State, there was a very strong feeling in favor of the policy of gradual emancipation, especially in connection with the scheme of African colonization. That which changed the current of popular thought and feeling at the South, and converted many of the emancipationists of 1835 into strong pro-slavery men, was doubtless the intemperate zeal, the extreme opinions and still more the revolutionary conduct of the fanatics at the North.

Besides the address from which we have just quoted, Judge Giles was the author of many other published addresses and discourses on various public occasions, which are replete with sound and patriotic sentiments, and passages of striking force and eloquence. His speeches in the House of Representatives, in the session of 1845–47, on the Oregon question, the Wilmot proviso, and the Loan bill, attracted much attention at the time they were delivered; as did, also, his subsequent addresses to his fellow citizens of Baltimore upon the occasion of the passage of the Compromise measures of 1850. In 1840, Judge Giles delivered the Fourth of July oration at Fairmount, and in May, 1856, he was selected to pronounce the address of welcome in the name and behalf of the citizens of Baltimore, without distinction of party, to President Buchanan, on the occasion of his public reception in this city. He also delivered the address at the dedication of the Odd Fellows' Hall in Washington city, May 25th, 1846, being then a Past Grand of the order. His lecture on the "Hungarian Revolution," before the Maryland Institute, in 1851, helped to awaken a spirit of sympathy in this community for a gallant and struggling people. In 1866, Judge Giles delivered, by invitation, the annual address before the Maryland

Historical Society, in which, after reviewing in a spirit of honest and natural State pride, the Colonial and Revolutionary history of Maryland, and counting the roll of her departed heroes, he paid an eloquent tribute to the memory and services of Col. John Eager Howard, one of the foremost of that band of heroes, and of whose life and character he gave an interesting sketch. It is to be regretted that the limits of an article like the present do not admit of an extract, even, from another address of Judge Giles, which was delivered in 1854, at the Commencement of the Baltimore High School, and which is full of sound and useful advice to young men just setting out in life, and for which class his remarks were specially intended.

Judge Giles has been upon the bench of the United States District Court for seventeen years. During the greater portion of that time, owing to the infirm health of the late lamented Chief Justice Taney, and the unavoidable absence of Chief Justice Chase, Judge Giles has sat alone as Judge of the Circuit Court, also, and performed all the arduous duties and labors of both positions. Latterly, with the gradual increase of business in the Federal courts, and especially since the passage of the Bankrupt Law, these duties have been exceedingly onerous. It is to the great credit of Judge Giles, that he has been able to discharge them all, expeditiously, carefully, faithfully, and to the entire satisfaction of the profession and of the community. Of course, the Judge's life has been necessarily a very laborious one, but his industry and perseverance have been equal to every emergency. Many important questions have necessarily come before him. Important admiralty and patent cases, and cases frequently of first impression, presenting questions entirely new, arising under the acts of Congress, both of a civil and criminal nature, have been adjudicated in his Court, and his decisions are always received with the greatest respect, and have been as seldom reversed, perhaps, as those of any District or Circuit Judge of the United States. During his long service on the bench, there have been forty-eight appeals from his decisions taken up to the Supreme Court. That Court has affirmed him in thirty-five cases; reversed him in ten cases, and three appeals were dismissed by the parties themselves. His opinions, which are orally delivered, are rarely written out, and it is to be regretted that they have not been reported and preserved for the guidance and instruction of the profession and of legal students.

The purity of the private life and character of Judge Giles has added dignity as well as usefulness to the position which he holds.

It is very difficult for a bad man to be a good judge, and the administration of justice in the tribunal over which Judge Giles presides enjoys the advantages of all the weight and authority which attach to the possession of an unspotted character and name.

The Judge is and has been for many years an Elder in the Presbyterian Church, having first been chosen to that position in the Second Presbyterian Church, of which he became a member when the Rev. Robert J. Breckinridge was its pastor. He remained connected with that society until 1861, when he became attached to the Franklin Street Church, of which he was also chosen an Elder.

Judge Giles has been twice married; first, in 1831, to Miss Sarah Wilson, daughter of John Wilson, of Baltimore city; subsequently, in 1847, to Miss Catharine Donaldson, daughter of Dr. William Donaldson. He has living four children—three sons and a daughter. His eldest son, William F. Giles, Jr., is a member of the Baltimore Bar, and for several years resided abroad as United States Consul at Geneva, to which position he was appointed by President Buchanan.

ROBERT GILMOR.

An unusual number of merchants of remarkable energy seem to have been attracted to Baltimore, whilst as yet it was a place comparatively insignificant in size. The name of Robert Gilmor occurs among them as deserving of mention. He was born in the town of Paisley, Scotland, on the 10th November, 1748. He was taken into business with his father, Gavin Gilmor, at that place, when a very young man, and being desirous of visiting the Colonies of America, came out in one of the tobacco ships annually trading to this country, sailing from Glasgow on the 24th July, 1767, and arriving at Oxford, in Talbot county, in the month of September following, bringing with him a shipment of merchandise such as he supposed would be adapted to the wants of the place of his destination.

The following year he chartered a vessel and returned, stopping on the voyage at Fayal, and making there some valuable friends. In 1769, he returned to America, landing at Benedict, on the Patuxent river. For a number of years he here pursued a profitable business, and married the daughter of the Rev. Thomas Airy, of Dorchester county, Maryland, but the war of the Revolution occurring, he took a decided part with the country of his adoption, not, however, going into the regular army, but serving with the militia of the county (St. Mary). Two young gentlemen living with him as clerks at the time, Mr. John Eccleston and Mr. John Gale, went into the regular service and distinguished themselves.

In December, 1778, he determined to remove to Baltimore, then a small but thriving town, and not long afterwards having considerable transactions with the celebrated house of Samuel Inglis & Co., of Philadelphia, in which Mr. Robert Morris (the well-known financier of Congress) and Mr. Thomas Willing, both signers of the Declaration of Independence, were partners, a mutual confidence and friendly feeling growing up between them and the son-in-law of Mr. Willing, Mr. William Bingham (whose career was also one of extraordinary success,) and Mr. Gilmor, a copartnership was the

result; the purpose of whichwas the transaction of the American business at Amsterdam, in Holland. The firm was formed under the name of "Bingham, Inglis & Gilmor." The latter was to reside abroad and have the active conduct of the business. Accordingly, on the 27th November, 1782, Robert Gilmor embarked for the place thus selected for the operations of this concern, and soon after reached it with his family. Starting under very favorable auspices, in this association he met with gratifying success, and made mercantile connections of the highest character in all parts of Europe. Eighteen months later, however, the death of Mr. Inglis brought the prosperous career thus inaugurated to a sudden close.

Mr. Gilmor declined an offer from Messrs. Morris & Willing for a renewal of the copartnership with them, but accepted a similar proposal from William Bingham, and articles of copartnership between him and the latter were signed in London in the month of February, 1784. The style of this firm was Robert Gilmor & Co., and the place fixed for the transaction of its business was Baltimore. One of the ships of this firm, the brig Ann, Captain Skinner, was sent in that year to St. Petersburg for Russia goods, with which she arrived in America the same year; she was immediately dispatched to Batavia, and in both places she was the first vessel that ever displayed the American stripes. The active member in the last formed connection, Mr. Gilmor, again returned to Baltimore, and made it thenceforward his permanent home. Thereafter he became largely engaged in foreign commerce, principally devoting his attention to the East India trade, of which he may be considered the founder in this country. In this trade he was joined by the prominent Philadelphia house of Mordecai Lewis & Co. From it he derived an extensive fortune, and he continued in it until finally when it was overdone by the number of vessels fitted out from the Northern ports, and the market inundated with this description of goods from Boston and Salem.

In 1799, after lasting for fifteen years, his copartnership with Mr. Bingham was closed, and he took into business with him his two sons, Robert and William, under the firm of "Robert Gilmor & Sons," a house which, for the period of some fifty years, ranked with those of the highest standing and respectability here and abroad.

Mr. Gilmor died in January, 1822. He had no inclination for public situations, but was nevertheless called on to fill many important and influential positions.

It was mainly through his exertions, acting in conjunction with Mr. Patterson and a few other enterprising merchants of that day in Baltimore, that the first Bank in Baltimore received its origin. The Bank of Maryland obtained its charter in 1790, and was the first institution of the sort chartered south of. Philadelphia.

In 1797, Baltimore was raised to the rank of a city by the Legislature of the State, and under the first charter election Mr. Gilmor was chosen a member of the Second Branch of the City Council, and by the members of that body made President, which office he continued to occupy for several terms, assisting materially in organizing the city government, and in framing many of the early ordinances.

He was one of the Committee of Merchants of Baltimore, who, when the French Directory in 1797 refused to treat with our Commissioners, Marshal Gerry and Pinckney, and Congress authorized the capture of vessels belonging to French citizens, offered to furnish two sloops of war for the use of the Government, and was made Chairman of the Committee which fitted them out.

In 1807, a company was formed to carry on the trade between India and China, and Baltimore, and from his superior experience in this branch of commerce, Mr. Gilmor was appointed President.

In 1821, a Chamber of Commerce was established, and of this, he was called to be the President, a position to which he was unanimously re-elected, and, we believe, held at the time of his death, at the venerable age of seventy-three years.

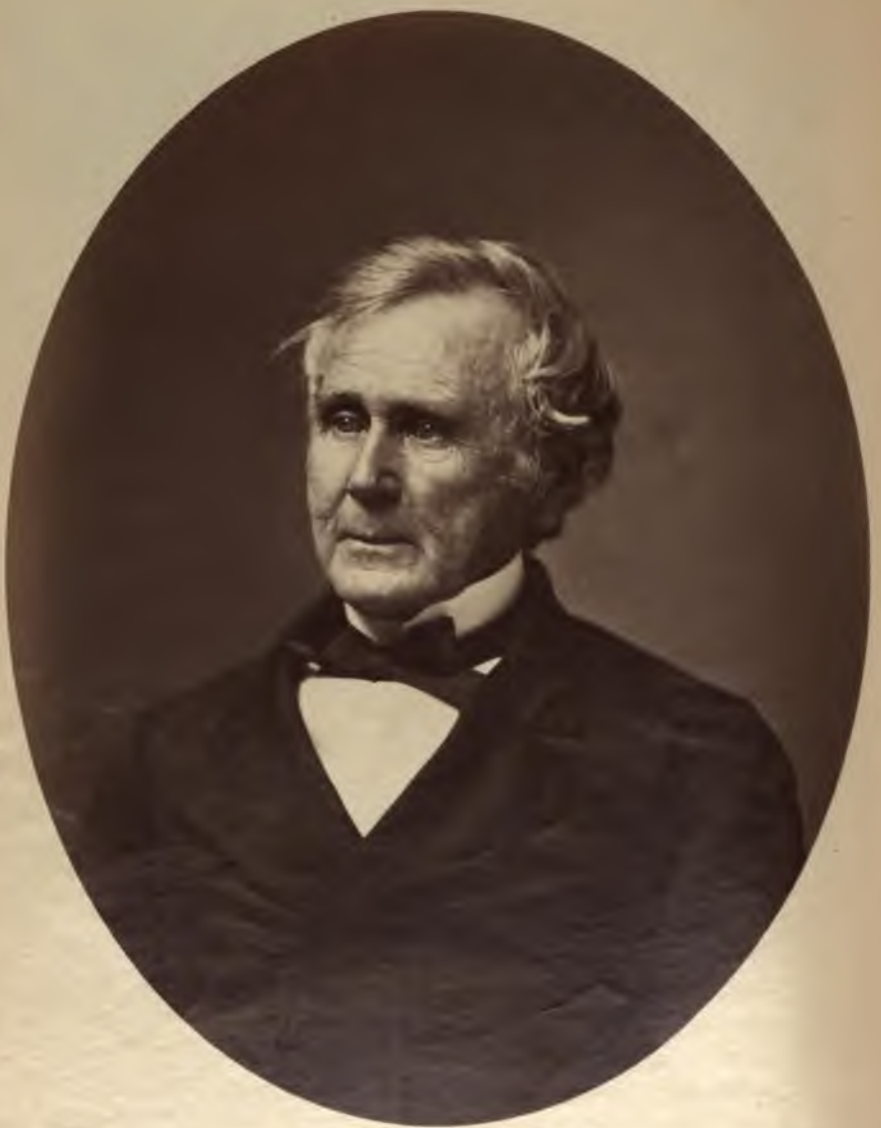
The community, and a large circle of immediate friends in which he moved, entertained an exalted opinion of his worth and benevolence in the use of the ample fortune he accumulated, and the expressions which his death elicited evidence a remarkably high appreciation of his ability as a merchant. The following quotation is from a letter written by Mr. Alexander Baring, of the house of Baring Brothers, the English bankers, afterward Lord Ashburton, to Robert Gilmor, the son of the subject of this notice.

"I had before learnt the loss of my old and excellent friend, your worthy father, which I can assure you gave us all sincere concern. I can well conceive what a loss he must have been to his family; as a friend, I owe him great obligations; and as a merchant, although I have seen and dealt with a great many, I never knew his superior, if his equal."

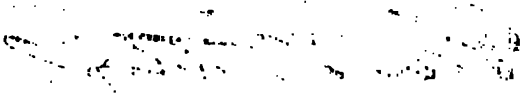
After his death, the house of Gilmor converted its business into that of Bankers, and its reputation was fully maintained by the son

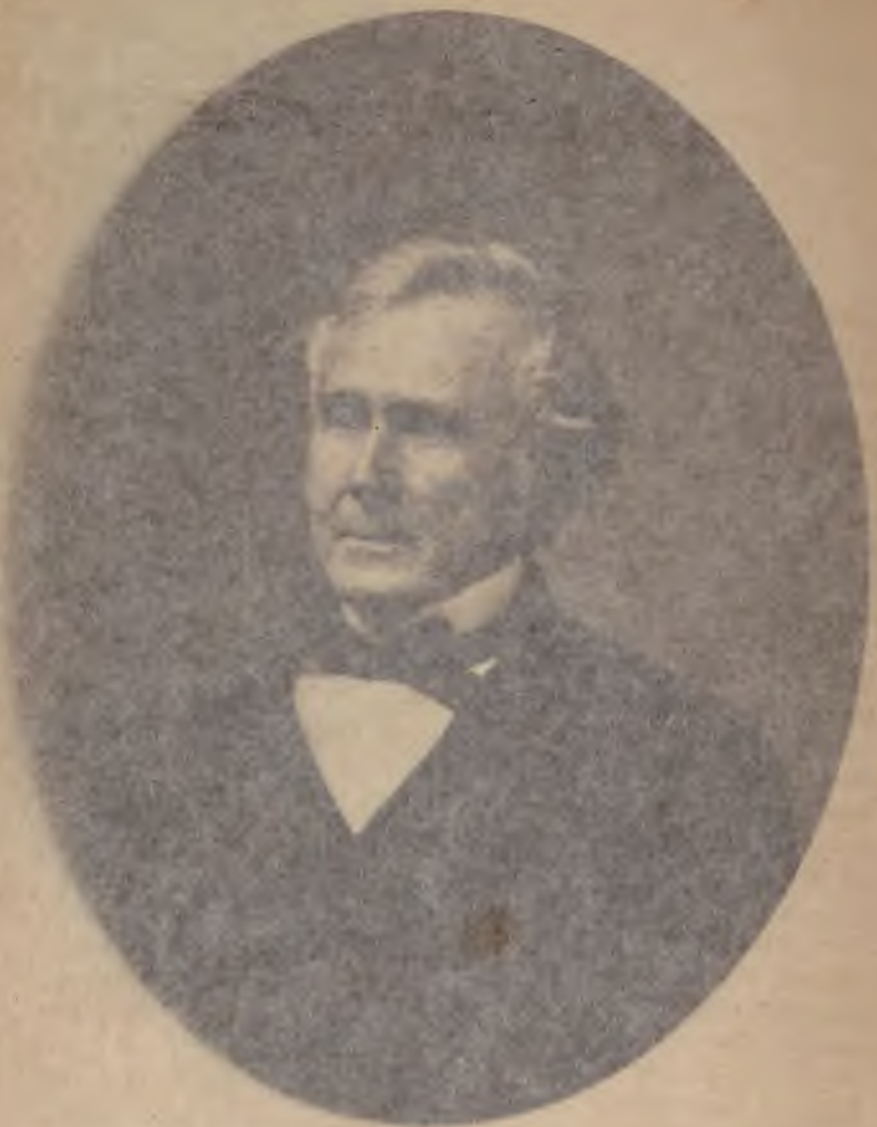
of the gentleman of whom we have been speaking, also bearing his name. Mr. Robert Gilmor, the son, died at Baltimore in 1849. He was a gentleman of very affluent fortune and of refined culture, who had moved in the most elevated circles, and had accumulated extensive treasures in literature and art, many of them of peculiar interest and value.





John V. Farwell





JOHN S. GITTINGS.

NORTH of the city of Baltimore, and about fifteen miles distant, in that beautiful valley known as Long Green, some of the earlier immigrants to Maryland, in search of a rich soil and peaceful skies, settled with their families. Many of their homesteads remain to this day, in possession of their descendants, hallowed by association and endeared by domestic ties; while, in the eye of the stranger passing that way, long, low roofs and quaint old gables rise up, here and there, in the midst of more modern improvements—historic relics, marking the line between the proud present and the simpler past. Among the first drawn to this spot was Thomas Gittings, the great-grandfather of John S. Gittings. He came to Maryland about the year 1684; and in 1720 obtained patents for a large tract of land in the valley, under the then name of Gittings' Choice—now known as the Long Green Farm. Here he lived and died; devising his estate to his son James. The mother of James was of the Webster family, of Harford county. James Gittings married the daughter of Dr. George Buchanan, "one of the founders of Baltimore." The wife of Dr. George Buchanan was Eleanor Rogers. Dr. Buchanan was the proprietor of Druid Hill, now Druid Hill Park. He was the father of General Andrew Buchanan, the Lieutenant of the county during the Revolution, and afterwards Chief Judge of the Court; also of William Buchanan, one of the first Registers of Wills of Baltimore county and city; grandfather of James M. Buchanan, late United States Minister to Denmark; and great-grandfather of Admiral Franklin Buchanan. James Gittings, junior, the father of John S., married Harriet Sterrett, daughter of John Sterrett, whose wife was Deborah Ridgely, daughter of John Ridgely, which latter gentleman was the eldest son of the original proprietor of "Hampton," in Baltimore county. John Ridgely married a daughter of Colonel Edward Dorsey, of Elkridge. James Gittings, senior, and John Sterrett, were zealous and active during the Revolution; they were

members of the General Assembly of Maryland, at a time when the principal citizens were selected for the public service.

John Sterrett Gittings, the prominent living representative of the family of his name in Maryland, was born at Long Green in the house where his grandfather and father were born; and he is now the owner of the estate. Standing upon the old threshold, worn by the feet of three generations of his family, with the graves of many of them in view, the crowding memories that there overwhelm him, come with no murmuring voices out of the past, charging degeneracy as a descendant and son. True to the dictates of a high nature, ever responsive in breasts from which pride is not flown, to the just wishes of those who see not, nor hear—yet, speak down the years with an unmistakable emphasis, he has withheld the home of his forefathers from the hand of the stranger. Thus, in the winter of life of one other of the race, fast hastening to join the band gone before, no ghosts of the departed bemoan, in that beautiful valley, the homestead and hearthstone deserted.

The childhood of John S. Gittings was passed at Long Green; and the rudiments of his education he there acquired at a mother's knee. He further pursued his studies at Dickinson College, Pennsylvania. At the age of sixteen he left college, to enter the counting house of James A. Buchanan. At seventeen he was made discount clerk in the City Bank. In the spring of 1820 his father died, and he was recalled to the country, to take charge of his father's estate. In 1821, he married Eleanor Addison Smith, daughter of William Rogers Smith, and granddaughter of Cumberland Dugan by his first wife, who was a Miss May, of Roxbury, Massachusetts. In the same year (1821) Mr. Gittings commenced business in Baltimore as a stock broker. In 1835 he was elected President of the Chesapeake Bank. In 1836 he was appointed Commissioner of the Loans for the State of Maryland, which office he filled until removed through a change in the State's administration. He was reinstated under Democratic rule, but again removed under a Republican administration. For many years Mr. Gittings was a member of the City Council of Baltimore, during which time he was chairman of the Finance Committee. He was elected by the City, and also appointed by the State, a Director in the Baltimore and Ohio Railroad Company, during the presidency of Mr. William G. Harrison, and was chairman of the Finance Committee. Mr. Gittings for two years was President of the Northern Central Railroad. When the State of Maryland was divided into four Judicial Districts, he was elected Commissioner of Public

Works. In the Democratic State Convention which nominated E. Louis Lowe for Governor, Mr. Gittings's name was presented as the choice of Baltimore county.

In 1848 Mr. Gittings lost his wife, who left two children, Eleanor Addison, who married George H. Williams, a prominent member of of the bar of Maryland; and William S. Gittings who died several years since, leaving two children, a son and a daughter.

In November, 1853, Mr. Gittings married Charlotte Carter Ritchie, daughter of the venerable and distinguished Thomas Ritchie, and granddaughter of Dr. Fouche of Richmond.

In the business world Mr. Gittings is eminent as a banker. He is now President of the Chesapeake Bank, a position which he has filled successfully and uninterruptedly, with the confidence of the public, for thirty-five years. In point of individual wealth he ranks with millionaires. As a business man, he is a model. Discipline, fixed, severe, is the basis of his business course. Prompt and methodical himself, he requires an unremitting exercise of the like qualities in those about him, so that the machinery of which he is master and main-spring, moves with the precision of the stroke of time. In all strictly business transactions, his rule is—payment for value received—equivalent for equivalent—dollar for dollar; and to the uttermost farthing he stands by the spirit and letter of contract; where differences arise, and other means fail, he invites to the courts of law and abides their decisions. In the world he is of the world, and facing its face, he looks out with the eyes, and wears the armor of a Girard and a Peabody. Just, he observes the prime law; true to himself, he is an example to others.

In that more sacred world—the domestic circle—where is cast the needless outer armor off, he stands revealed in all the strength and devotedness of connubial and parental affection—in the pride of fatherly care—in undiminished solicitude, yet satisfaction—the faithful sentinel off guard, within the citadel of heart and home.

ROBERT GOODLOE HARPER.

ROBERT GOODLOE HARPER was born near Fredericksburg, Virginia, in 1765. His parents were poor, having much to struggle with, and his prospects at the outset of life were anything but flattering. During his childhood the family removed to Granville, North Carolina. The war of the Revolution desolated the South, and the Carolinas were terribly harassed with the presence of the enemy and Tory partisans. Young Harper had only entered on his fifteenth year when he joined a troop of horse, and under General Greene served in the latter part of the Southern campaign. His military training, however, did not extinguish in him the love of learning, and he made every exertion to profit by the limited advantages he had. With diligence and perseverance he qualified for college, and in 1785 he graduated at Princeton. While there he acted for a time as tutor to lower classes than his own. After leaving college, he proceeded to Philadelphia in search of some congenial occupation, but finding little encouragement there he sailed for Charleston, South Carolina, and arrived at his destination almost penniless. As he was standing upon the pier uncertain of the future, he was accosted by a person who inquired his name, and on learning it spoke of his own son, who having been at Princeton, had known Harper there. This person, who proved to be a tavern-keeper, learning of Harper's needy circumstances, kindly provided for his wants, and finding that his predilection was for legal studies, introduced him to a lawyer.

Harper now applied himself with great diligence to his studies, and in one year was prepared to practice in the courts. He removed into the interior of the State, and soon began to attract attention as an able and clear headed lawyer. He also busily employed his pen, and wrote many vigorous articles for the newspapers on political subjects, chiefly in regard to the change of the State Constitution. He was elected to the Legislature of South Carolina, and in 1794 to the National House of Representatives, serving with distinction until 1801. He was regarded as one of the

leaders of the Federal party, and vigorously supported the administrations of Washington and Adams. In 1801 he retired from Congress. He married Catherine, daughter of Charles Carroll, of Carrollton, and removed to Baltimore. He came to this city with a distinguished reputation, and he shone conspicuously at the bar of Baltimore, at the period of its greatest brilliancy, when beside himself it was graced by William H. Winder, Luther Martin, Roger B. Taney, William Wirt, and William Pinkney. He was employed as counsel for Judge Samuel Chase in his famous trial of impeachment, in connection with J. Hopkinson and Luther Martin. He participated in the defence of Baltimore against the attack of the British in 1814, and during the war attained the rank of Major General. In 1815, he was elected to the United States Senate, and took an able and active part in the debates. In 1819-20 he visited Europe with his family. His own reputation and the celebrity of his father-in-law gave him ready access to the most illustrious society of the continent. He returned to Baltimore, resuming the practice of his profession, and taking a very active interest in the Maryland Colonization Society. He died very suddenly on the 14th of January, 1825. He had only the day before argued a case in court for three hours with his usual ability, and gave no sign of the slightest indisposition up to the very moment of his death. He attended a large party the evening before his decease, and appeared in most lively spirits. The succeeding morning after breakfast, while standing before the fire and reading a newspaper, he fell and instantly expired. General Harper's mind was of singular clearness, and his power of statement was considered almost unequalled. His private virtues endeared him to a wide circle of friends, and his public services rendered him an honor to the State and to the nation.

PETER HOFFMAN & SONS.

THE City of Baltimore has been greatly indebted to many German merchants who have settled here at various periods. Trained at home in systematic habits of industry, and skilled in all the minutiæ of the counting-house, many of them have become eminent in their new field of labor, and have left enduring monuments of their mercantile ability and liberal public spirit. Among these merchants PETER HOFFMAN, Senior, the founder of the house of Peter Hoffman & Sons, and the first of his family who settled in Maryland, deserves honorable mention. He was born in 1742, near Frankfort-on-the-Main, and came to America when quite a young man. He purchased a farm near Frederick, Maryland, which he sold in 1776, for the sum of thirty thousand dollars, and removed with his family to Baltimore. His family eventually became a large one, consisting of eight sons and four daughters. His sons were Jacob, Jeremiah, William, Peter, George, John, Samuel and David. All of them became active and prosperous merchants, with the exception of David, the youngest son. He adopted the profession of law, in which he acquired reputation; but is more widely known as an author. Beside various lectures on legal subjects, he published several literary works, one of them being, "Viator, or a Peep into my Note-books;" issued in Baltimore, in 1841. His most extensive work, however, is entitled "Chronicles selected from the originals of Cartaphilus, the Wandering Jew; embracing a period of nearly nineteen centuries;" published in London, 1853–54, in three large octavo volumes. These "Chronicles" display wide research and much profound learning.

Another one of the family was also distinguished as a man of letters, Peter Hoffman Cruse. He, with his friend the late John P. Kennedy, published in 1828, "The Red Book," a series of essays, giving great promise of future eminence. He was, however, cut off in the flower of his age, being one of the earliest victims of the Asiatic cholera, during its first visit to this city in 1832.

Returning to Peter Hoffman, Senior, he soon established himself

in Baltimore as a dry goods merchant, and in due time formed the mercantile firm of Peter Hoffman & Sons. He, as the head of the house, was joined by his sons John, George and Peter, Jr., in Baltimore, while William and Jeremiah became residents of London, where for many years they carried on business as American commission merchants. Peter, Senior, lived in Calvert street, south of Baltimore street, but afterwards built two houses on Baltimore street, one for a dwelling, the other for a store. The white marble store of Messrs. Hamilton Easter & Sons now occupies the site of these buildings. Mr. Hoffman was one of the selectmen of "Baltimore-Town," before the adoption of the city government, and was much interested in the various improvements of the town as well as in its early charitable institutions, of which he was a promoter and director Among the projects which he labored to effect must be mentioned the City Spring, in Calvert street, adjoining Saratoga. He was instrumental in building and laying out this spot, which although now somewhat shorn of its attractions from the removal of the Gothic building, with its niche enclosing the Armistead Monument, for very many years was considered one of the ornaments of the city, and was the resort of the best classes of our citizens. Mr. Hoffman died in 1809, and was buried in the grave yard attached to the old Otterbine German Church, leaving an excellent reputation as an upright merchant and Christian man. His eldest son Jacob, was for a time a sugar refiner in Alexandria, Virginia, but subsequently retired to a farm in Loudoun county, where he passed the remainder of his life.

John Hoffman retired from a successful business about the year 1820. He lived in Hanover street, between German and Lombard streets. This locality is now wholly occupied by large warehouses, but half a century ago contained some of the best residences in the city. He built several warehouses on Charles street, between the two just named, and four on Lombard street, between Uhler's alley and Hanover street, which were afterwards sold to John Eager Howard, who converted them into the present "New Assembly Rooms." Mr. Hoffman died in 1837. He was much esteemed for his generosity of disposition, and for his lively humor.

His brother George being also prosperous retired about the same time, 1820. He was prominent as a promoter of many of the leading enterprises of the city, and was a man of uncommon business sagacity. He was one of the Baltimore Directors of the Bank of the United States, in Philadelphia, and was one of the original friends, organizers and directors, for many years, of the Baltimore

and Ohio Railroad. He lived and died in the house on the corner of Franklin and Cathedral streets, now occupied by the Maryland Club. The grounds attached to this fine mansion were beautiful and very extensive, there being for many years only one other house that of the late Dr. Thomas Edmondson, Jr., between them and the Unitarian Church. The main building of the Maryland Club fronting on Franklin street, is very much as Mr. Hoffman left it, and its interior especially is a remarkably beautiful specimen of domestic architecture.

Peter, Jr., after conducting, under his own name, a successful dry goods business, retired about the same time with his brothers, in 1821. He was one of the incorporators and trustees of the Baltimore Orphan Asylum, was a vestryman of St. Paul's Church, and actively connected with nearly all the public charities of the city, while his many good deeds in private have otherwise endeared his memory. He, in connection with his son Samuel Owings Hoffman, built the present "Law Buildings" on the corner of St. Paul and Lexington streets; and on the site of the first Athenæum, which was totally destroyed by fire in February, 1835; such being the intense severity of the weather that the water froze in the hose of the fire companies, and rendered unavailing all efforts to save the building from the flames. Mr. Hoffman died in 1837, in his house on the corner of St. Paul street, opposite to the Law Buildings. This house still remains, but is no longer a private residence, having been converted into offices.

Jeremiah Hoffman, who, with his brother William, had long resided in London where they enjoyed the reputation of a leading American house, returned to this country and to his native city in 1825. William also returned, and died unmarried in 1828. Jeremiah bought the house at "Chatsworth" as the neighborhood was called, and near the intersection of Franklin and Chatsworth streets. The dwelling house a very elegant and substantial structure, fronts on Franklin street, with extensive grounds attached, the property now being in the possession of Daniel B. Banks. From Mr. Hoffman's long residence abroad, his tastes were decidedly English, and during his life these grounds were always kept in the most exquisite order, and were laid out in a truly elegant manner. He died in 1844.

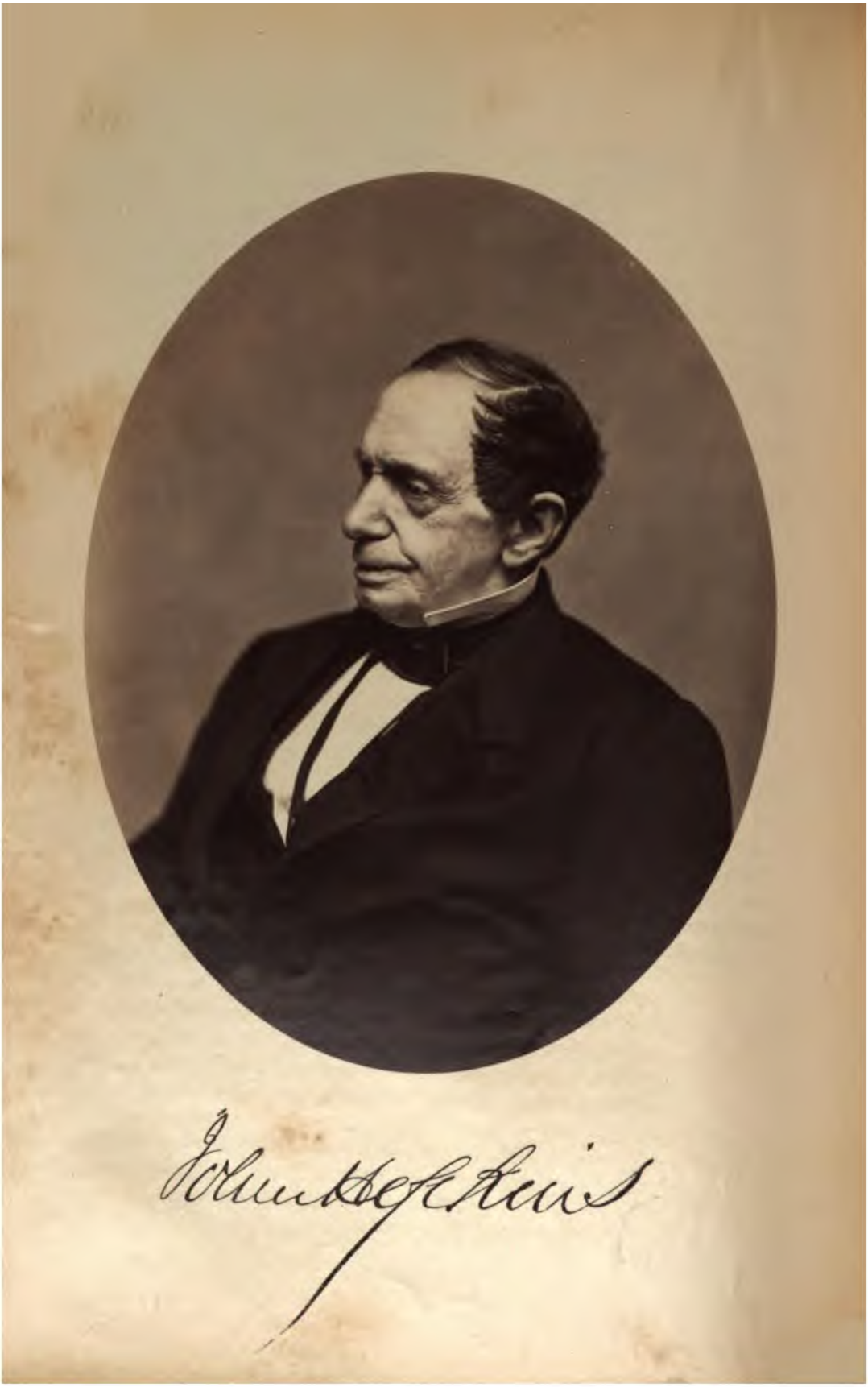
Samuel Hoffman, for some time carried on the dry goods business in Philadelphia, but eventually formed a connection with his nephew, Samuel Owings, son of Peter Hoffman, Jr., and conducted a dry goods jobbing house in Baltimore, under the firm of S. & S. O.

Hoffman. Soon after establishing this copartnership, such opportunities in the auction business presented, that they availed themselves of them and formed the auction house of Hoffman & Co., and occupied the large warehouse on Charles street, formerly used by George & John Hoffman, and now owned by Mr. James S. Waters, and fitted up as his book store, the upper floors being employed by Bryant, Stratton & Co.'s Commercial College. Samuel Hoffman took very high rank as a merchant, and his nephew, Samuel Owings, was also an excellent business man; while both were noted for genial manners and hospitality, and Mr. S. O. Hoffman possessed a highly cultivated mind and fine taste in art.

S. Owings Hoffman represented the City of Baltimore as Senator in the State Legislature.

Samuel was for many years a Director in the Baltimore Branch of the Bank of the United States, and in the Baltimore and Ohio Railroad, of which, together with his brother George, he was one of the original corporators. In the great financial crisis of 1837, when terror and disasters pervaded all commercial circles, they stepped manfully forward in aid of the dry goods jobbing houses, not only with all their public influence, but also with their private means, rendering assistance to many in need. Some years afterward, in recognition of his services, he, as the head of the firm and financier, was presented by a number of the leading merchants of Baltimore, with an elegant piece of silver plate. He retired from active business in 1842, and died in 1852, in the house which he had built nearly twenty years before, opposite to the Unitarian Church, in Franklin street. Samuel Owings built the large house on the northwest corner of Madison and Charles streets, and there died in 1861.

All of the children of Peter Hoffman, Sr., have passed away, presenting the uncommon circumstance of seven of the sons attaining wealth and distinction as merchants, and contributing materially to the commercial eminence and prosperity of Baltimore.





John Hockenhull

JOHNS HOPKINS.

JOHNS HOPKINS was born in Anne Arundel county, Maryland, on May 19th, 1795. He was the son of Samuel Hopkins, of Anne Arundel county, and of Hannah Janney Hopkins, of Loudoun county, in the State of Virginia.

Samuel Hopkins, his father, was descended from an English Quaker family of respectability and substance. Soon after the colonization of Maryland, six brothers of that family determined to emigrate to America. On reaching this country, two of these brothers agreed to make their home in New England, and four, journeying to Maryland, selected large tracts of land, situated on Deer Creek, in Harford county, Maryland, in Baltimore county, near Govanstown, and at the head of South River, in Anne Arundel county, Maryland.

Many of the descendants of the two brothers who settled in New England reside in the State of Rhode Island, and are persons of well-known character, wealth and influence. The descendants of the four brothers who made their home in Maryland are yet more numerous. The members of the family have, in successive generations, with few exceptions, adhered to the Society of Friends.

Johns Hopkins, the grandfather of the gentleman who is the subject of this notice, was the descendant of that one of the brothers, emigrating from England, who established his home upon South River, in Anne Arundel county. He inherited the considerable landed estate acquired by his ancestor in that neighborhood, and cultivated his property with the aid of some hundred negroes, of whom he became possessed by bequest from his parents and by marriage. He had eleven children. At that period slave labor was essential to profitable farming in the colony, and the industry and enterprise of Mr. Hopkins were taxed by the necessity of providing for the support of so large a family. But doubts arose in his mind as to the rightfulness of keeping negroes in bondage; and he, therefore, gave freedom to all his slaves, cultivating his estate afterwards

by his own labor, aided by the toil of his sons and by such free labor as could then be procured.

His son, Samuel Hopkins, was much beloved for his popular and social manners. He married in early life Hannah Janney, a lady belonging to a wealthy and highly respected family, which had long been established in the valley of Virginia, where many descended from it yet remain. She was a woman of great intelligence and force of character, and exercised marked influence not only in the social circle by which she was surrounded, but also in the general Society of Friends, of which she was a member.

Soon after his father's death, Samuel Hopkins became, by purchase from the other children, the sole owner of the property on which his father had resided, and, in his turn, cultivated the estate with the assistance of his sons.

In 1812, however, Johns Hopkins, the subject of this notice, who was one of these sons, being then in the eighteenth year of his age, showed a strong disposition to engage in mercantile life, and was, therefore, allowed to enter the counting-room of Gerard T. Hopkins, his uncle, who was then conducting a wholesale grocery business in the city of Baltimore. Johns Hopkins brought to this new occupation the habits of industry and intelligent observation, which he had developed upon his father's farm, and entered upon its duties with an energy to which his former life had given no outlet. He acquired rapidly a knowledge of all the details of the branch of trade in which he was engaged, and, in 1819, with the consent of his uncle, formed a partnership with Benjamin P. Moore, for the purpose of carrying on the wholesale grocery business, under the name of Hopkins & Moore.

The new firm had no money capital whatever. It began business, upon the credit which the energy of Johns Hopkins had already created, and with no other assured aid, except certain endorsements, for purchases of merchandise, with which Gerard T. Hopkins obliged the firm. In 1822, the partnership was dissolved; and Johns Hopkins, confident in his individual resources, called to his aid two younger brothers, both under age, gave them an interest in his business, and inaugurated a new firm under the style of Hopkins & Brothers.

The business of this house was rapidly developed by the great personal energy of the senior and principal partner. Its trade with the valley of Virginia, where Mr. Hopkins had, as has been said, many family connections, was very large, and it rapidly extended

through other parts of the State of Virginia, and into adjoining States.

Mr. Hopkins remained connected with this firm for twenty-five years. During all this period, which was marked by many periods of general financial embarrassment, the house of Hopkins & Brothers maintained the highest credit. His means had rapidly increased, and the business proved capable of producing even greater results; but he determined to lessen the amount of personal labor, devolving upon him, and after the active toil of a quarter of a century, relinquished the business to his brothers and to two of his clerks.

He did not, however, abandon his interest in commercial affairs. After the resignation of the late James Swan, who had for many years filled with credit the office of President of the Merchants Bank of Baltimore, Mr. Hopkins was elected his successor, and has ever since discharged the duties of that office, with great ability and energy. He has been always a close observer of the conduct, character and intelligence of the young men, who were entering business life in the city of Baltimore, and he has, uniformly, exercised his power, as a bank officer, in such manner as to extend assistance to those, who, by their diligence, good sense and integrity, attracted his attention and esteem, even in cases where he had no personal acquaintance with them. It is well known indeed, that many young merchants, to whom liberal discounts were extended, during periods of commercial embarrassment, have learned for the first time, when their obligations were paid at bank, that they were indebted for the discounts, which they had received, to the voluntary and unsolicited endorsement of their paper by Johns Hopkins himself, acting as a member of the Board, to which it had been submitted for consideration.

Mr. Hopkins had been, from an early period in its history, a close observer of the Baltimore and Ohio Railroad. He knew thoroughly the resources of the country through which it was proposed to construct it, and was deeply interested in promoting the progress of the work, first to the coal fields of the Alleghany region, and then to the Ohio river. In the year 1847, being already holder of a large amount of the stock of the Company, he was induced to become a Director, and thenceforth took an active part in its management. In December, 1855, he was appointed Chairman of the Finance Committee of the Company, and he has continued to perform the duties of that important office until the present time, contributing greatly to the success of the Company, by his firmness, sagacity and self-devotion to its interests.

It will be remembered, hereafter, to his great honor, that when, prior to 1857, the Baltimore and Ohio Railroad Company, embarrassed by the monetary difficulties of the country, and by internal dissensions, was unable to provide, in due season, for the heavy obligations imposed upon it by the extension of the road, Mr. Hopkins came voluntarily forward, and, by endorsing the notes of the Company, to a very large amount, pledged his private fortune to its support, and thus greatly contributed to the maintenance of the credit of the Company, and ensured the completion and perfect success of the road.

Mr. Hopkins has added, year by year, to his ownership of the stock of the Company, and is now possessed of more than fifteen thousand shares, representing a par value of one million five hundred thousand dollars, and an actual market value of more than two millions of dollars. He holds an interest in the Company, less only in amount than that owned by the State of Maryland and by the city of Baltimore; and both the State and city have largely profited by the sagacity and zeal with which he has devoted himself to the promotion of the true interests of the Company.

The attention of Mr. Hopkins, however, since his retirement from the firm of Hopkins & Brothers, has not been confined to the interests of the Baltimore and Ohio Railroad Company only. He has, throughout his business life, entertained a firm confidence in the increasing welfare and prosperity of the city of Baltimore. He has, therefore, not only used every effort to open new channels of commercial intercourse between that city and other sections of the United States, but he has endeavored also to employ his means in such manner as would best enable the merchants of the city to accommodate and retain its growing trade. With this purpose he became the owner of squares and parcels of ground situated in localities convenient for the transaction of business, but which were useless, because of the mean, or inadequate, buildings erected upon them. Upon these squares and lots he has built a large number of substantial warehouses, and has thus centered certain branches of important trade in proper and convenient localities, and supplied them with ample room and accommodation. He has also been at the pains to provide massive buildings, in proper locations, capable of greater ornament than the warehouses he has erected, for the use of those mercantile corporations and agencies which grow and increase with the needs of a commercial city.

By providing full scope for the transaction of an important part of the business of the city, and by performing this task in a

manner which adds largely not only to the taxable wealth of the community, but to its commercial importance, Mr. Hopkins has greatly contributed to the prosperity of the city of Baltimore. He has especially supplied, for many years, ample occupation to many mechanics, who were employed upon his improvements. To such work and to the care of his property in the Baltimore and Ohio Railroad Company, Mr. Hopkins mainly devotes his time. Since his connection with the Company first commenced, the stock has greatly enhanced in value, but he has not, for this reason, sought to realize, by sale, any profit upon his original investments. He has full confidence in the permanent value of the stock itself, and has, it is believed, set apart the whole fund for the establishment and support of a University, to be located upon his fine estate at "Clifton," containing nearly four hundred acres of land, and situated about one mile from the city of Baltimore, on the Harford road.

This University, bearing his name, has been already fully organized by the appointment of trustees, under the provisions of a general law of this State; and Mr. Hopkins, having already provided for the creation of free scholarships, by which poor and deserving students from the States of Maryland and Virginia shall be maintained, is occupied in maturing, during his lifetime, the details of this great work.

This estate at Clifton will afford ample room, not only for the accommodation of the professors and students attached to the University, but also space for the establishment of a Botanical and Agricultural school upon an extended scale. The buildings of the University will be surrounded by pleasure grounds as ample as the trustees may see fit to maintain; and if they part at any time with outlying portions of the land, they will be able to do it upon terms which will protect the grounds and property of the University from intrusion, annoyance and injury.

In the same spirit he has set aside property to the value of more than two millions and a half of dollars to be appropriated to the erection of a great hospital upon the site of the present Maryland Hospital, which, with the grounds around it, have been purchased by him for that purpose from the trustees of the Maryland Hospital.

The Corporation bearing his name, which he intends shall administer this great charity, has been fully organized; and it is understood that, as soon as the streets and alley-ways, as yet unopened, which might intersect the property, are permanently closed, by competent authority, the trustees of the new hospital will be

enabled to commence buildings which will be a splendid and enduring monument to their founder, and will prove an incalculable blessing to the poor of the community in which they will be located.

The new hospital will be possessed of separate buildings for the reception of the sick of different sexes, and also of separate buildings for the reception of the sick of different colors, and will be dedicated to the cure of bodily injuries and non-contagious diseases. It will be placed under the care of the ablest surgeons and physicians, and its endowment will supply ample funds for its support. It is, therefore, reasonably expected by its founder that the people of the State and city will co-operate earnestly with him in promoting its early and secure establishment.

Mr. Hopkins has also provided for the erection of an asylum for the education and maintenance of orphan colored children, in a location separate and distinct from the site of the hospital. This asylum will be placed under the care and management of the trustees of "The Johns Hopkins Hospital."

Mr. Hopkins is awaiting with anxiety the arrival of the time when he may regard the admirable site which he has selected for his hospital as secured to its public uses by proper legislation, in order that he may see that work completed during his life, and may be able to assure to the sick and disabled in the community a place of refuge, easy of access, healthful in air, with pleasant outlooks over the city, harbor and river, and with ample grounds, in which the feeble and convalescent may find solace and regain strength.

JOHN EAGER HOWARD.

THE name of Howard is probably more widely connected with the annals of Baltimore, from the very foundation of the city, than any other. Joshua Howard, the grandfather of the subject of this notice, was an Englishman, and came to America in 1685–6. He obtained the grant of a large tract of land in Baltimore county, not far from the present city of Baltimore, and his grandson, JOHN EAGER, son of Cornelius Howard, was born June 4th, 1752. Young Howard was brought up on his family estate, but without regard to any particular profession; but on attaining manhood the difficulties with the mother country warmly enlisted his patriotic feelings. At the outbreak of the Revolution a committee of safety was established in Baltimore-Town, and having expressed his desire of serving in a military capacity, one of the committee offered to procure him the commission of Colonel. Unwilling to accept so responsible a post, he chose that of Captain, which was offered him on the provision of raising thirty men. In two days the requisite number was obtained, and Captain Howard joined a regiment, commanded by Colonel J. Carvil Hall. They marched at once to join the army, and Captain Howard participated in the battle of White Plains, about twenty-five miles north of New York; and served until December, 1776, when his corps was disbanded. He immediately rejoined the army as Major, and the winter of 1776–77 was passed industriously in raising troops. In April of that year he marched with part of his regiment to Rocky Hill, near Princeton, New Jersey, where he remained until July, when, on the death of his father, he was sent home on recruiting service. He rejoined the army just after the battle of Brandywine, and displayed signal courage and ability soon afterward in the battle of Germantown, It is a romantic incident in his career, that "Chew's House," a fortified house, occupied by the British, belonged to Mr. Benjamin Chew, of Philadelphia, the father of the lady whom he afterward married, he having first seen the mansion during the battle. He also participated in the action at Monmouth.

On the 1st of June, 1779, he was commissioned Lieutenant-Colonel of the Fifth Maryland regiment, in the army of the United States. In April, 1780, the Maryland and Delaware troops, about fourteen hundred infantry, were detached from the army for the purpose of relieving Charleston, which had been besieged by the British under Clinton. They embarked from Elk River, at the head of the Chesapeake, on May 3d, but did not reach Petersburg, on their way South, until June, too late for any succor to Charleston, which capitulated on May 12th. The disastrous battle of Camden, where Gates was so signally defeated, followed in July. Colonel Howard bore himself bravely in that unfortunate affair; but, overpowered by numbers, was forced to retreat into the swamps, keeping a small force together, and being joined at Charlotte, sixty miles off, by other officers and men. In December, General Greene arrived and took command, and under his able leadership affairs were ere long changed for the better. A detachment was placed under Morgan, and in it Lieutenant-Colonel Howard had command of four hundred Continental infantry and two companies of Virginia militia. The eventful battle of Cowpens soon followed, in which the British were completely defeated. For Howard's gallantry in this action he was voted a medal by Congress, in company with Morgan and William Augustine Washington. In the succeeding battles of Guilford Court House and Eutaw, he again rendered most signal service, and in the latter engagement was severely wounded. Several of our principal streets commemorate these victories of the Revolution; Howard street being named in honor of Colonel Howard, and Eutaw for the action in which he gained such celebrity. Cowpens' alley, joining these two streets, modestly reminds of another successful action. The bravery of the Maryland troops, in these and other encounters, under the leadership of Colonels Howard, Williams and other officers, won the highest encomiums from General Greene, and on Howard's return to Maryland, as soon as his wound permitted him to travel, he bore with him the strongest assurances of his commander's regard.

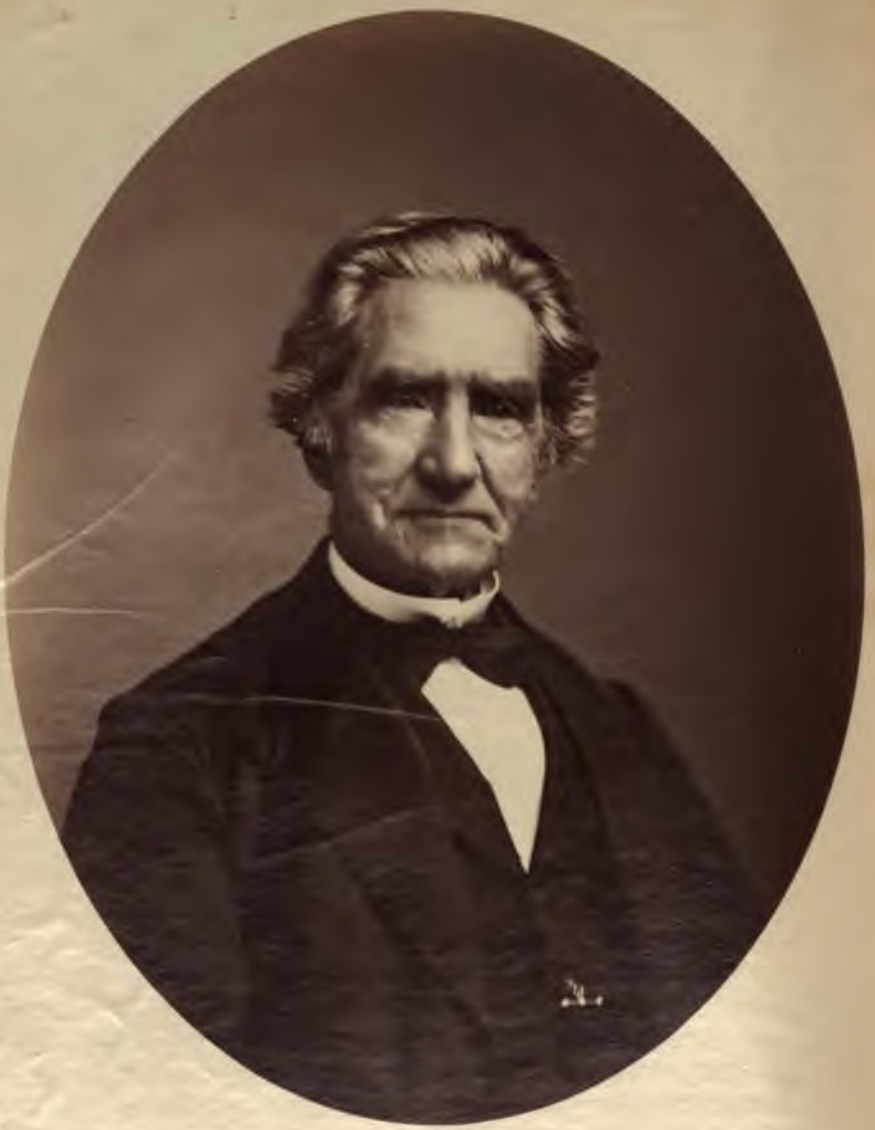
At the conclusion of the war, Colonel Howard married Miss Chew, of Philadelphia, at whose summer residence in Germantown he found a much more kindly welcome than had rained from British bullets in the heat of action. In November, 1788, he was chosen the Governor of Maryland for three years, and during that period the Federal union was adopted, which measure the Governor did all in his power to support. In 1794, he was appointed Major-

General of militia, but declined to accept; and in November, 1795, he was invited by General Washington to accept a seat in his Cabinet. For such a position, however, he had no inclination, and though gratified at this proof of Washington's regard, he saw fit to decline the offer. Three years later, when the attitude of France became such that it was feared we should be embroiled in a war with that power, and that Washington would again be called into the field as commander-in-chief, Colonel Howard's name was one of those whom he intended to select for the position of Brigadier-General. Fortunately, however, a war was averted, and in 1803, Colonel Howard finally withdrew from public life, spending the remainder of his life in the management of his very large estate, exercising a liberal hospitality, and taking great interest in the prosperity and growth of Baltimore. In 1814, when the city was threatened by the British, among other arms of defence, a troop of elderly men was raised, with Colonel Howard at its head, and although this body was not intended to act outside the limits of the city, Colonel Howard had resolved to offer his personal services in the expected battle. That of North Point, however, took place a day sooner than he anticipated. In the excitement and alarm consequent on the capture of Washington, and the destruction of the public buildings, a timid suggestion was made that Baltimore, in order to be saved from such a calamity had better capitulate. This proposition the old patriot scouted with indignant scorn. "I have," said Colonel Howard, "as much property at stake as most persons, and I have four sons in the field, but sooner would I see my sons weltering in their blood, and my property reduced to ashes, than so far disgrace the country." Honored and beloved, Colonel Howard died on the 12th of October, 1827, he having lost several years before his eldest son, his eldest daughter, and his wife, while his own health had been impaired for some years, mainly in consequence of his wound received at Eutaw.

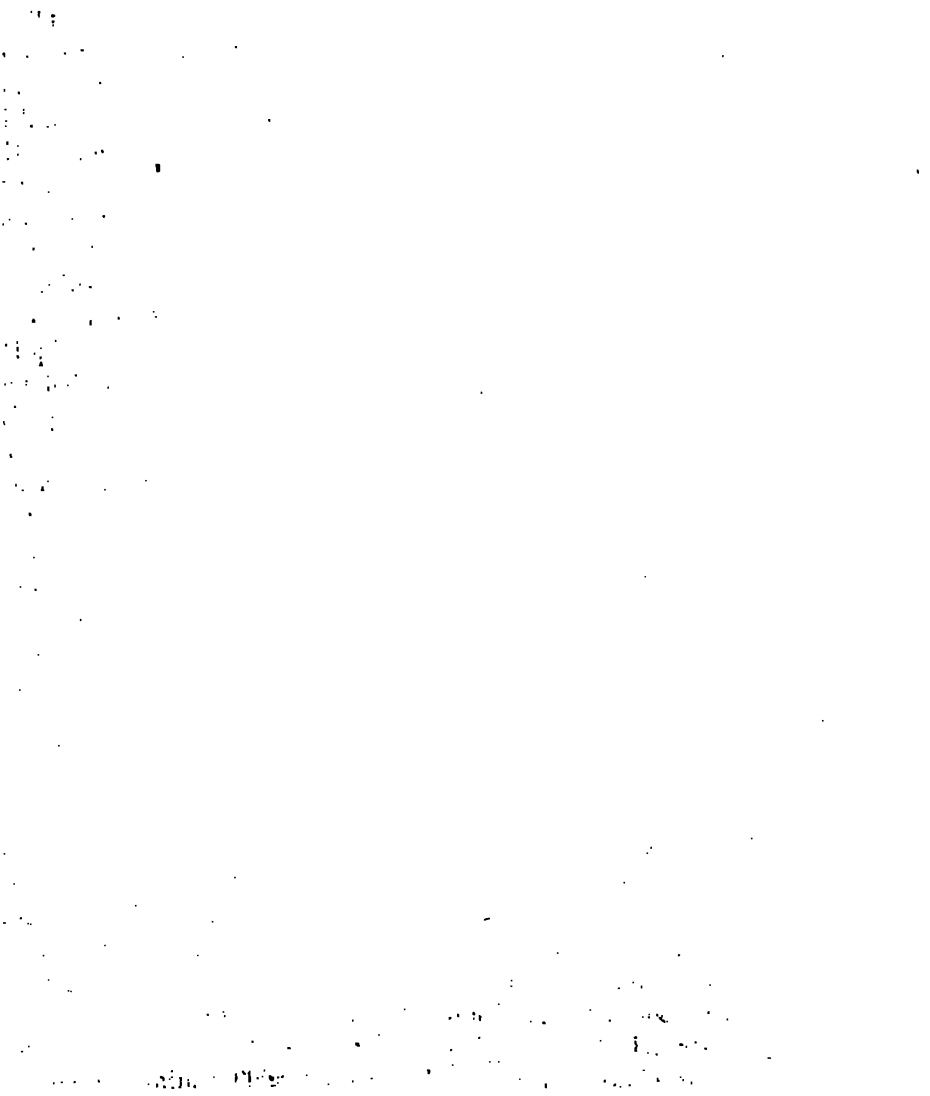
The noble mansion which he built, at the time of its erection in the midst of an extensive estate, always known as Howard's Park, still exists (1870), but must probably ere very long go down before the inevitable growth of the city. The line of Calvert street, north of Eager street, will pass directly through the house. The north wing was built in 1786, and the main building and south wing a few years later. Of the hundreds of acres originally forming "Howard's Park," stretching from Centre street north to the present parallels of Hoffman street, and eastward from Howard street to Jones's Falls, only five or six acres now remain to encircle

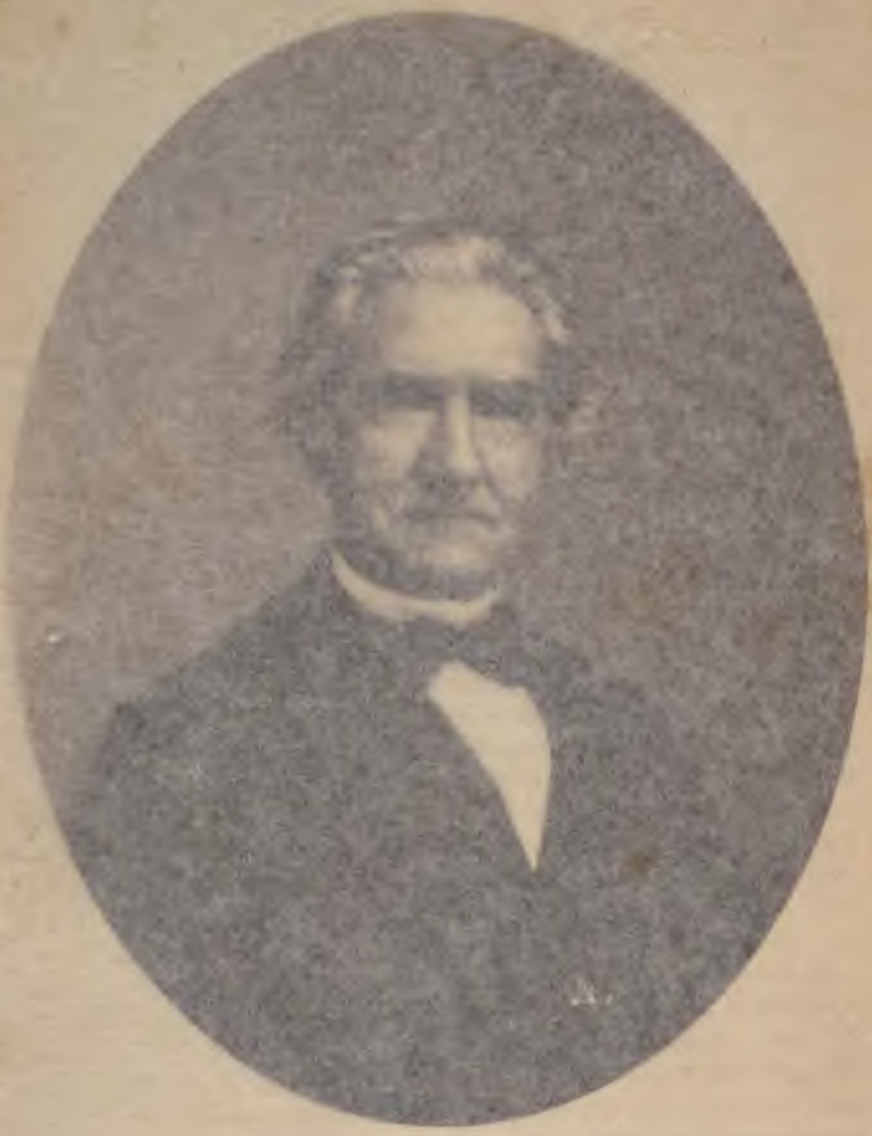
"Belvidere," "the proper house and home" designed by Colonel Howard as his principal residence at the close of the Revolutionary War. In place of the noble oaks and evergreens which hid from the sight the roofs and steeples of the city, and the lawns and dells and thickets familiar to our childhood, we tread now through street after street filled with elegant private residences, churches and halls. The writer of this sketch, although very young at the time, perfectly remembers in 1830 the raising of the statue which crowns the Washington monument. He saw it from one of the houses on Hamilton street in the rear of the present Maryland Club House, and some idea of the growth of the city since then may be formed, from the writer's having enjoyed an uninterrupted view of the elevation of the statue from this house. Not a single building existed north of Hamilton street, excepting a few humble tenements on the line of Centre street. What is now Mount Vernon Place was then only planted with huge forest trees, and a rough, uneven country road led from the foot of the Monument to Charles street. In 1822, William Wirt, writing to his daughter, and speaking of the monument, says: it "is rendered indescribably striking and interesting from the touching solitude of the scene from which it lifts its head." "Howard's Park" is now only a memory of the past, and "Belvidere" exhibits marks of decay. But if we must regret the beautiful forest, we can still take pride in the wealth and power of the city which has supplanted it; and rejoice that the stately home, so long the chosen seat of historic fame and of refined hospitality, will not lose its influence, even with its existence.





Jesse Stuart





Sylvester Stewart

JESSE HUNT.

THE ancestors of JESSE HUNT, were among the early settlers of Calvert county, Maryland. In the year 1760, Job Hunt, the father of the subject of this sketch, with his brothers, Samuel and Phineas, removed from the old homestead to a tract of land in Baltimore county, which had been taken up under patent some twenty years before, in what was then known as "The Forest," and in what is now known as the Green Spring Valley which was situated, and settled on adjoining farms. One of these farms remains now in Mr. Hunt's possession.

In 1771, Mr. Job Hunt married Margaret, daughter of Samuel Hopkins, of a numerous family of the name, for the most part landed proprietors in Baltimore county, in the tract of country near the present Govanstown. A numerous family was the result of this union, of whom Jesse, the youngest, was born on July 3d, 1793. In February following, his mother died, much regretted by a large circle of friends, for her amiable and exemplary character.

Nothing can ever entirely replace the loss of a mother's care and guidance during childhood; but so far as this was possible, the mother's place was supplied by the watchfulness and tender solicitude of a sister, under whose care, combined with that of an upright and judicious father, he spent the first years of his life.

Arrived at the years which made it necessary for him to choose a vocation in life, his tastes inclined him to a mechanical calling, and in 1808, he became an apprentice in the house of William and Richard Hall, saddlers, in Baltimore. The death of his father took place in the following year. Thus his youthful son was deprived of a truly excellent father, and society of a man of strict integrity and high souled honor.

In June, 1812, came the declaration of war with England, and young Hunt, though still an apprentice, took an active part in raising a company, known as the Washington Blues, attached to the 5th regiment of infantry, of which George H. Steuart, was chosen Captain. This company bore an honorable part in the

defence of the city at the battle of North Point, September 12th, 1814. Shortly afterwards Mr. Hunt was elected to a lieutenancy, which post he filled until 1822. On his resignation in that year, his former captain, then colonel of the regiment, wrote him a letter testifying in high terms to his conduct as soldier and officer.

In 1815, Mr. Hunt commenced business on his own account, and afterwards became the successor of his former employers. In the same year he married Margaret, daughter of Leonard Yundt, for many years one of the proprietors of the Baltimore *Federal Gazette*. This marriage, which proved an eminently happy one, was the result of an affection dating back to childhood.

Mr. Hunt continued to conduct his business with a fair share of success, and enjoyed a moderate prosperity, thanks to his industry and economy and the assistance of his estimable wife. He took no active part in political matters, until the great contest between Jackson and Adams, in the year 1828, owing to the momentous character of the questions at issue, roused even the most indifferent. Into this contest Mr. Hunt entered warmly, and was an active supporter of General Jackson, whose administration he continued to support to its close. In 1829, 1830 and 1831, successively, he was unanimously nominated by a convention of the Jackson party as candidate for a seat in the Maryland House of Delegates; and on each occasion he was returned by a handsome majority. At that time Baltimore was represented in the House by only two delegates.

Mr. Hunt made no pretensions to oratory, and was known rather as an active working member than as a public speaker, but he occasionally took part in the debates on many of the leading questions before the House. One of these affected the interests of the public schools of the city, then in their infancy, under the following circumstances. A former Legislature had passed an Act authorizing the city to sell the property known as the "old Alms-House," near the intersection of Madison and Eutaw streets, and appropriate the proceeds to the Public School Fund. The Senate passed a bill repealing this Act, and directing the appropriation of the money to the House of Refuge, and sent it to the House. Mr. Hunt resisted this bill, with his utmost ability in the House, arguing that it was both unjust and inexpedient; that while the value of such an institution as the House of Refuge could not be denied, the Public Schools had not only the prior claim, but a claim of far higher importance. The bill, notwithstanding the urgency of the Senate, was finally defeated.

In 1832, Mr. Hunt was nominated by a convention of the Jackson

party, then beginning to be known as the Democratic party, as a candidate for the Mayoralty. From the time of the great political contest of 1824, the Jackson party comprised a large majority of the voters of Baltimore, and yet no decided Jackson man had filled the office of Mayor. It was a sort of neutrality, which operated adversely to the majority of voters, who saw nearly all the municipal offices filled by their political opponents. In accepting the nomination, Mr. Hunt refused to pledge himself to any specific line of conduct, in regard to the retention or removal of officers, determining to be guided solely by what he believed to be the best interests of the city; and this determination, to the best of his ability, he carried out from the time of his election, removing no officer except where he was convinced that the public welfare required it, filling such vacancies with his political friends. In pursuing this course, however, he did not escape the noisy censure of those who considered that all public offices, were the legitimate prizes of the victorious party.

Upon his re-election in 1834, these clamors were revived; but the Mayor was firmly supported by the great majority of the Democratic party, as well as by a number of the more moderate among the Whigs, who had assumed the name of the Workingmen's party. At this election strong attempts were made to injure Mr. Hunt's popularity, by dwelling upon and misrepresenting his connection with the Bank of Maryland, then a subject of extreme popular odium. As the circumstances of this affair, have become a feature of the history of the city, and for a long time were used to blacken her good fame, we will give, as briefly as possible, some account of it.

The Bank of Maryland suspended payments about six months before the election we have just referred to. As it had enjoyed great popularity, and the deposits were heavy, the failure gave rise to great distress, excitement and indignation. Popular meetings were held; it was alleged that the Bank had been managed in the interests of a few influential citizens, to whom the smaller stockholders and depositors had been sacrificed. Some of the parties accused, dreading an outbreak of popular fury, endeavored to shift the odium upon others, and mutual recriminations were the consequence. Pamphlets and placards abounded, and the temper of the sufferers urged on by that reckless part of the community that delights in disturbance, gradually approached the boiling point.

Every means was used to turn the tide of this feeling against Mr. Hunt, at the election. He had injudiciously allowed himself to be

chosen a Director of the Bank—a merely nominal office, as it was well known that the ownership of the Bank was held by a few individuals—but this was thought sufficient reason for identifying him with the subject of popular hatred. He succeeded, however, in proving that so far from having reaped any profit from the Bank, he was a loser by it, being its creditor to a considerable amount.

After the election, the feverish state of excitement still continued. The financial condition of the whole country had been much disturbed by various causes; and the opponents of the administration fiercely assailed President Jackson for the course he pursued, especially in regard to his firmness in maintaining that gold and silver were the only constitutional currency of the country. The failure of the Bank of Maryland was followed by that of a number of fraudulent institutions, assuming the name of Savings Banks, spreading misery and ruin widely around, especially among the working classes, who saw the little provision they had made for sickness or old age, thus suddenly swept away. The losses by these failures were far heavier, and affected a class of persons who suffered far more than the losers by the Bank of Maryland; who endeavored, and in part succeeded, in screening themselves by turning the popular fury against the Bank of Maryland, as the real cause of all the mischief. The law-suits to which the settlement of the affairs of the Bank of Maryland gave rise, afforded further opportunities for stimulating the excitement; and the charges and counter-charges of the parties in controversy grew fiercer than ever.

In August, 1835, it was evident that popular irritation was on the point of some violent outbreak. Nocturnal meetings were held, which, however, the Mayor, aided by the day police, only about twenty strong, the night-watch, and a few resolute volunteers, succeeded for a time in dispersing. But the determination to avenge their wrongs against the real or supposed authors of them, it was plain to see, had in nowise been shaken; and the Mayor, who saw the imminence of the danger, was indefatigable in his attempts to rouse the law-abiding citizens to take effective steps for preserving the peace of the city. His efforts, however, were nearly ineffectual; the great mass of the citizens exhibiting an apathy which could only be explained by ignorance of the real extent of the peril, and refusing to aid the civil authorities in the forcible preservation of the peace. At last the Mayor led a forlorn hope, consisting of his handful of police, and a few citizens whom he induced to assist him against a large gathering of riotously disposed

persons in Monument Square. Their efforts to disperse the mob, though fearless, were unavailing. There was no destruction of property; but the persons arrested were immediately rescued by force, and the city authorities openly defied.

The civil authorities thus finding themselves not strong enough to cope with the danger, an order was issued calling out the uniformed volunteer Light Brigade, at the time under the command of Col. Benjamin C. Howard. At ten o'clock on the following morning Col. Howard reported to the Mayor that he had issued orders for the assembling of the Brigade at eight o'clock, but that so far only three men had presented themselves for duty. He continued his efforts until five in the afternoon, with the result of obtaining a doubtful promise from about twenty men. Convinced now that they had nothing to fear from the military, the mob proceeded to execute their vengeance by assailing the houses of several of the citizens most obnoxious to them, destroying the furniture and carrying off the valuable articles which the occupants in hasty retreat had left behind.

The violence of the mob, and the danger of its resorting to still more deplorable extremities, had the effect of rousing from their culpable apathy a large number of the citizens, who had hitherto abstained from any active support of the city authorities, and a genuine determination to restore order at any cost was manifested. Even some of those who had previously sided with the mob, now arrayed themselves on the side of order, whether from regret at their excesses, or the desire to elude punishment, may be a matter of doubt.

The assault on the Mayor, and the charges of complicity with the Bank authorities, still continued, and his continuance in office was alleged to be the main cause of popular irritation. Mr. Hunt, convinced that his influence over the people was greatly impaired, and unwilling to give rise for any pretext, however unjust, that impeded the return to order, tendered his resignation. The City Council, in accepting it, unanimously passed the following resolution:

"*Resolved*, By both branches of the City Council of Baltimore, that, while we regret that the measures adopted by Jesse Hunt, Esq., late Mayor of the city, did not prove effectual in suppressing the riots which have disturbed the order and destroyed the peace and quiet of the community, we entertain the fullest confidence in his integrity and fidelity, and hereby tender to him the thanks of

the corporation, for the honest and unceasing exertions made by him to restore peace to the city and supremacy to the laws.

By order:

HENRY W. GRAY,
Assistant Clerk to 1st Branch C. C.

H. MYERS,
Pres't pro tem. 1st Branch.

F. LUCAS, Jr.,
Pres't 2d Branch."

Public meetings were also held, at which resolutions were passed expressive of undiminished confidence in the late Mayor, and at one of these he was nominated for re-election, which gratifying evidence of their confidence he, however, judged proper to decline.

Mr. Hunt at once returned to his saddlery business, in which he had retained an interest, and recommenced working with his own hands. In this position, however, he did not long remain. In less than three months after his resignation as Mayor, and during his absence from the city, the office of City Register became vacant by the death of its occupant. Mr. Hunt was immediately named by his friends for the vacancy. On his return, without being aware that a vacancy had occurred, he found himself in effect Register of the city. At the election by both branches of the City Council, which took place a few days afterwards, Mr. Hunt not only received the entire support of his political friends, but of a portion of the opposition also. He filled this really responsible office to the satisfaction of all.

At the time of his taking this office, the finances of the city were in a condition very far from satisfactory; but they became still worse in the years 1840–42. Indeed, at that time the financial condition of the whole country was deplorable. The banks were in suspension, the State failed to meet the interest on its public debt, and the city was compelled to meet its payments on the $3,000,000 subscription to the Baltimore and Ohio Railroad, by forced sales of city stock, with the result of finally depressing the stock to 50, while that of the State was less than 30. At this time a strong opinion was current that both State and city would be compelled to repudiate their debts; or at the very least the city would be under the necessity of ceasing to pay the interest on its stock debt. But the Register not only insisted that the good faith of the city should be kept, but maintained that the city had abundant ability to meet its

obligations, if the authority was given him to conduct the necessary negotiations. He was invested with the requisite power, and after much difficulty succeeded, so that the city at no time failed to meet the interest as it fell due. The season of embarrassment and financial depression soon passed over, and the city stock rose not merely to par, but commanded a premium.

Mr. Hunt's conduct of the city finances gave such satisfaction, that he was five times re-elected to the office which he thus filled for more than ten years, being assured of his election for the sixth time if he would make a change in the office of deputy, then filled by a most faithful officer, whom he refused to remove. On his retirement from office, resolutions highly complimentary to his efficiency and integrity were passed by both branches of the City Council. This event closed Mr. Hunt's long connection with the public service.

In 1847, the Eutaw Savings Bank was incorporated, the Presidency of which was unanimously tendered to Mr. Hunt. Finding that the Board of Directors were all gentlemen of the highest respectability, and amongst the most wealthy citizens of Baltimore; and that the institution was strictly benevolent in character, the charter abundantly securing to the depositors the entire net earnings of the Bank, he accepted the position, for the time being, without any pecuniary compensation. He has been re-elected each successive year, the last election being in June, 1870. The Bank has proved an entire success, and justly ranks among the most prosperous and faithfully conducted institutions of its character. At the close of the year 1870, it had upwards of nine thousand depositors and assets exceeding three millions of dollars.

Previous to the year 1849, there was no organized association for the general relief of the poor of the city, and convinced of the great need of such an association, a few benevolent citizens started the "Association for the Improvement of the Condition of the Poor." In its organization Mr. Hunt took an active part, and has for a number of years been its President. The funds of this association are derived from voluntary contributions, and it has been the means of relieving much suffering and greatly improving the condition of the deserving poor.

On the 18th day of May, 1860, Mr. Hunt was deprived, by the act of Providence, of the associate of his childhood, his chosen companion and partner in early manhood. Of this excellent lady it can be justly said, that she was an affectionate wife, a devoted mother, a sincere and unpretending Christian.

In closing this brief sketch of the life of Mr. Hunt, it is proper to remark, that during the long, exciting and often angry discussions which continued throughout his more public and political career, his social and domestic life was marked by that uniform kindness and courtesy, which commanded the confidence and respect of all without regard to party or sectarian affiliations.





Henry James



HENRY JAMES.

In every community there is to be found a distinct class of citizens more quiet in habits of life, more painstaking in business pursuits than the great mass, from whose slow, patient, almost unobserved, yet sure and substantial labors, large fortunes, in time, accrue,—the proud rewards of persevering industry,—securing not merely individual independence and all worldly comforts to their possessors, but adding, likewise, in a thousand ways, directly and indirectly, to the stock of power and importance of a commonwealth. It is to this class of citizens good society owes its chiefest debt of gratitude; for, usually, the founders of society, they are, also, always the truest custodians of its interests. Such, too, are ever the friends of material progress. The eye which dwells in wonder and with pleasure on the splendid structures that adorn and make our cities great will not fail, behind the solid masonry, to detect the patient, plodding power whose hand was at the foundation stones. A specimen of the class of which we speak was William Penn, in the past. In the present are many prototypes of his in character, in greater or lesser degree, in the various departments of labor and life. Henry James is one of these. Poor, and without acquaintance or friends in the State, he came, when but a youth, to Baltimore in quest of occupation and a livelihood,—a promise of which the superior advantages of the city, as a business mart, held, encouragingly, out to him,—and the city has answered to his hopes.

Mr. James was born on the 21st of July, 1821, in the town of Truxton, Courtland county, New York. His parents were Nathaniel and Elizabeth Ingersoll James, natives of Vermont, but of English descent, distinguished in the community in which they lived for prudence and piety of life. Henry James was educated in the town of his birth, in the common schools, until he reached his fifteenth year, when he was sent to an academy in the same town, from which he graduated. The greater part of his youth was passed upon a farm, where he participated in all the labors of farm life, rendering robust

a naturally good constitution, and acquiring those habits of thrift and industry on which success in business so largely depends.

At the age of nineteen, seized by a spirit of enterprise, he left his birthplace and home to test the qualities of his ripening manhood, and to try his fortune in the world. Hope, energy, faith in himself, and a strong will—these were his resources and only capital. His first three years were passed in the city of New York, where he managed creditably to maintain himself,—adding to his acquisitions the valuable ingredient of experience. In the early part of 1843 he removed to Baltimore, and, although an entire stranger, soon succeeded in securing for himself a competency and the confidence of the business men with whom he came in contact. His whole career in the city of his adoption, and the city, now, of his pride and affection, has been one of success, commensurate with the deserts of worthy and honest effort, while the confidence of his fellow citizens, augmented by time, surrounds him as from the first. Mr. James is the active managing partner of the present firm of Henry James & Co., the other members being William E. Dodge and James Stokes, of New York, and Daniel James, of Liverpool. The house represents large tracts of timber lands lying in the counties of Tioga, Clinton, Cameron, Elk, and Lycoming, in the State of Pennsylvania, and owns extensive mills for the manufacture of lumber in Clinton, Lycoming, and York counties, Pennsylvania, and in Harford county in Maryland, being one of the largest establishments of the kind in the United States. The principal office of the firm is in Baltimore, with branch offices in the various places where their operations are carried on.

Mr. James, besides his large interest and business connection in the firm of Henry James & Co., has, also, for many years been identified with, and a Director in, the Citizens' National Bank, and is now President of that institution, having been elected to that office on the death of his predecessor, John Clark.

The capital of the bank has been doubled since Mr. James's incumbency, and the splendid marble banking house, on the northeast corner of Pratt and Hanover streets, was erected under his auspices. In no particular has the zeal of Mr. James been more conspicuously or more usefully displayed than in the matter of the organization of the Baltimore Warehouse Company, of which he was one of the first projectors and friends. He is still a Director in the Company.

At the age of thirty Mr. James was married to the daughter of A. Cate, of this city, and has a large and interesting family.

He is a member of the Westminster Presbyterian Church, of

which the Rev. Dr. Dickson is pastor. His attention to the duties of his religion is marked by regularity of attendance at his place of worship; and it is the whole truth to say of him that he is a sincere Christian, and a churchman without cant, bigotry or ostentation.

The course of his life has been, and is, apart from the political contests and excitements of the day. A quiet vote is the usual expression of his views, under a careful and calm consideration of measures and men,—a method, in itself, most seeming good, and not without merit in the light of example.

The strong points in the character of Henry James are visible in the conduct of his daily life; as a man of business, he is energetic, positive, firm; as a citizen, spirited and liberal; as a patron, the friend of enterprise; as a Christian, devout; as a man, honest,—modest and retiring withal.

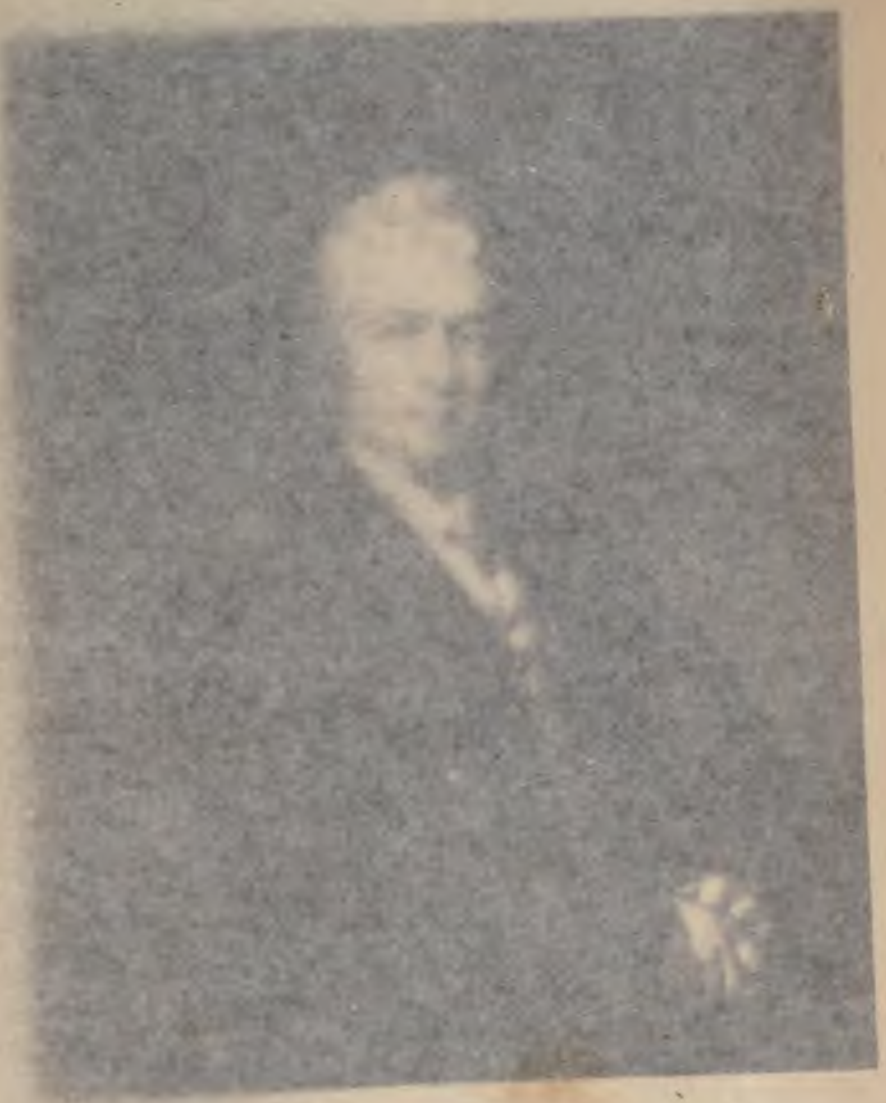
The very extensive business operations of the firm of which he is a member, and the interests of the Bank of which he is President, occupy the larger part of his time, requiring his diligent supervisory attention and care.

In the proud list of her citizens, known and honored throughout the business world for stability, integrity and fair dealing, Baltimore has no cause to be other than satisfied with the record and name of her adopted son, Henry James.





Wm Jenkins



Wm Lenthing

WILLIAM JENKINS.

THE ancestors of WILLIAM JENKINS were among the earliest colonists of Maryland, having emigrated from Great Britain about the year 1660, to escape the persecutions exercised against Catholics, and settled at the head of the St. Mary's river, near the old city of St. Mary's. Here they lived peacefully for years under the just and mild rule of the Lord Proprietary. But about the beginning of the next century the spirit of religious persecution arose in the hitherto happy colony; and the Act of 1704, imposing test oaths and other disabilities on the Catholic inhabitants who had themselves set the noble example of toleration, compelled many of these to quit their homes, and seek a refuge elsewhere. Among these emigrants was Michael, the father of Mr. Jenkins, who, with his brothers Thomas Courtenay and Ignatius, sought a new home in Baltimore county, then an outlying part of the province, almost a wilderness, and still inhabited by Indians. Here, in the year 1740, they took up a tract of land by patent, on "Long Green," which still remains in the possession of the family, and upon it is yet standing the substantial old house, constructed according to the rural architecture of the time. While here, the father married the niece of Mr. Ignatius Wheeler, a wealthy Catholic gentleman of Harford county.

Ten children sprang from this union, of whom William Jenkins, the subject of this sketch, was born in 1767. Though but a child at the commencement of the Revolutionary struggle, he felt the enthusiasm and military ardor which pervaded all classes. He used to relate, as an illustration of the spirit of the time, how the country schoolmaster who had scarcely a boy over ten years of age, would, after lesson hours, draw up his little school in military array, arm them with cornstalks, and put them through their drill.

At the close of the war, young Jenkins, being thirteen years old, and perceiving that his father could with difficulty provide for the wants of his large family, determined to go to Baltimore and carve out his own fortunes. Here he became apprentice to William Hayward, a tanner, a member of the Society of Friends; an estimable

man and kind master, of whom Mr. Jenkins always spoke with affection and respect, and to whom he rendered cheerful and substantial service in business affairs. At the close of his apprenticeship, and before he was of age, he commenced business on his own account, in Baltimore, occupying a small building on Water street.

While quite young he married Ann, daughter of Solomon Hillen, of Baltimore county, who, however, lived but a few years. He then married Eleanor, daughter of Mark Willcox, of Delaware county, Pennsylvania.

In 1805, an accidental fire destroyed all the stock in his tan yard, thus sweeping away nearly the whole of his capital—a total loss to him, as there was then no insurance company in Baltimore. He, however, applied himself to retrieve his loss by persevering industry, and with such success that in three years he found it necessary to enlarge his small establishment on Water street by the construction of a large three-story warehouse and dwelling on the same site. Thirty-one years later he again enlarged it by building a large four-story warehouse, which he was occupying at the time of his death, having carried on his business—which for many years was a large one, extending to all the surrounding States—for fifty-six years on one spot.

In 1812, Mr. Jenkins built a large tan yard on the York road, to which, some years after, he added another. He introduced improvements in the process of tanning which gave to Baltimore leather a peculiarly high reputation, which it has ever since enjoyed; and, indeed, he may justly be spoken of as the father of the leather trade of this city.

Early in life Mr. Jenkins joined what was called "Paul Bantalou's Legion," a body of volunteer cavalry, which in those days often escorted General Washington from Waterloo to Baltimore, on his way from Mount Vernon to Philadelphia, where Congress then sat.

At the commencement of the last war with Great Britain, Mr. Jenkins, though over the military age, became a member of a volunteer troop of cavalry, and took an active part in the defence of Baltimore, having also four brothers in the field. A few days before the battle of North Point he was sent to the city on special duty, and, having permission, made a brief visit to his own family. Before returning, he laid aside his uniform and accoutrements to enjoy a few moments' repose, and when about to resume them, found that his wife, who had suffered great anxiety before his arrival, from a false report that his troop had been cut to pieces by the enemy, had concealed his uniform to prevent his return. Upon

his remonstrating, she besought him to remain, urging his exemption from duty, and all the arguments that affection and solicitude could suggest, but without avail: he remounted his horse in citizen's dress, as she refused to restore the uniform, and reported himself for duty at the time appointed.

In all matters tending to the improvement of the city he took a lively interest, and frequently an active participation. He was one of the originators of the York and York Haven Turnpike Road Companies, as, at a later period, of the Baltimore and Susquehanna Railroad Company, (now the Northern Central,) of which he was one of the first Directors. When the advantage which would follow the extension of the Baltimore and Ohio road from Cumberland to Pittsburgh, became manifest, he was a member of the first committee appointed by the city to examine the route via Connellsville.

In all his dealings, both public and private, he was not merely just, but generous and kind. When he had introduced any new process or machinery tending to improve his manufacture, so far from endeavoring to secure all the advantages to himself, he took a pleasure in exhibiting it to other manufacturers, and inviting them to avail themselves of his improvements. This unselfish and noble spirit pervaded all his actions, and coupled with his kindness of heart and truly Christian charity, made him not only respected but beloved by all who knew him well. For those in his employment he had an almost parental regard. During the prevalence of epidemic yellow fever, at the beginning of the present century, one of his apprentices being attacked by the disease, Mr. Jenkins nursed and tended him with really fatherly care, sleeping with him in the same room for the purpose of ministering to his wants, although at that time the disease was believed to be infectious, and never leaving him until the fatal termination.

Nothing could exceed the tenderness and beauty of his domestic relations; and it is probable that there was not in the world a happier home than that at his beautiful country seat of Oak Hill. From his youth upward he was an humble and devout Christian, and a constant worshipper according to the faith of his fathers.

In person he was finely formed, of a commanding presence, frequently reminding observers of General Washington. He was a good horseman and fond of equestrian exercise. In his dress he always followed the fashions of the old school, and to the day of his death he wore his hair in a cue, as it had been worn in his youth.

He died on February 21st, 1843, from the results of a paralytic attack. Previous to his death, surrounded by his devoted children, five sons and one daughter, he settled all his earthly affairs, and having prepared himself for the change, with the humble piety and faith which had guided him through life, went to his reward.

The funeral rites were performed by the Most Reverend Archbishop Eccleston, and his remains were attended to the grave by a large concourse of his fellow citizens.



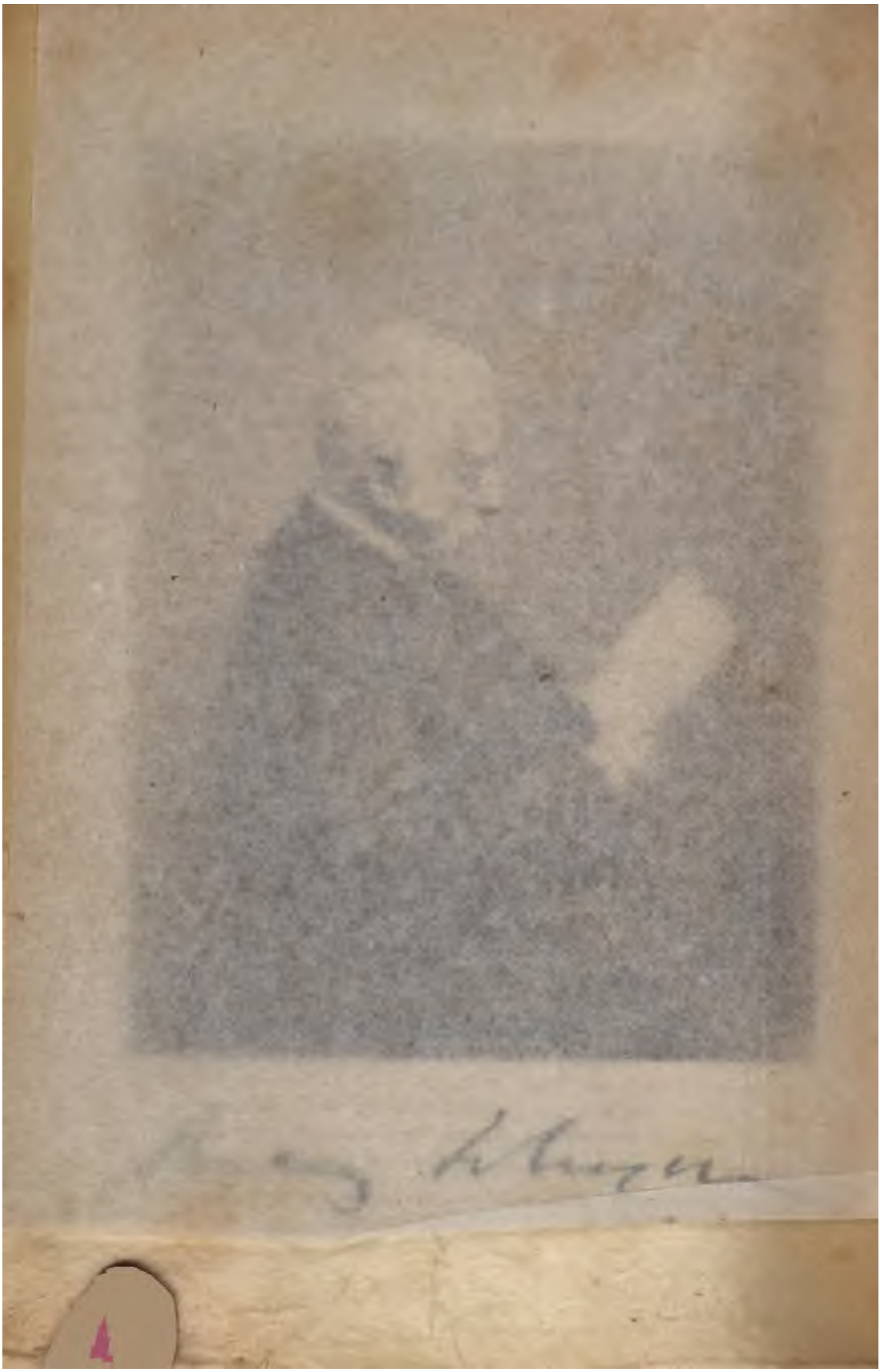


Henry Ward Beecher

REVERDY JOHNSON.

Reverdy Johnson is one of the most conspicuous men Maryland has produced. Distinguished as being perhaps at the very head of the legal profession in America, he has also a wide reputation as a statesman. He was born in the city of Annapolis, May 21st, 1796. His family, on his father's side, was of English origin, and on that of his mother, French, and his ancestors were among the earliest settlers in Maryland, several of them holding high official positions under the Colonial Government. His father, John Johnson, was an eminent lawyer, who, after serving in both branches of the General Assembly, was, successively, Attorney General, one of the Judges of the Court of Appeals, and Chancellor of the State.* His mother was a daughter of Reverdy Ghiselin, who was long known as Commissioner of the Land Office at Annapolis. Educated at St. John's College, in his native city, Reverdy Johnson entered the grammar school at six, and the institution at sixteen, years of age. He immediately commenced reading law under the direction of his father, and was, for awhile, a student in the office of the late Judge Nicholas. He was admitted to the Bar and began practice in Prince George's county, in the village of Upper Marlborough, in his twenty-first year. He was soon appointed by the Attorney General of the State his Deputy for the Judicial District, and performed the duties of that responsible office, in a most creditable manner, until September, 1817, when he removed to Baltimore, and started in his career as a lawyer, with a brilliancy and success, his whole life has equalled. Developing, very early, that wonderful vigor of intellect and determination of character, which so distinguished him, he at once took a leading position, and, notwithstanding his youth, was soon recognized by lawyers and leaders, as a man of unusual ability. [illegible] he became [illegible] associate and intimate

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* The late Chancellor of the same name was another distinguished son of the gentleman here alluded to.

companion of Luther Martin, Robert Goodloe Harper, William Pinkney, Roger B. Taney, William H. Winder, and several others, who had already made the Bar of Maryland famous. Laboring with untiring energy and earnestness of purpose, Mr. Johnson obtained a large practice, which, to the present day, has only been interrupted by his various public services. Soon after coming to Baltimore, he was appointed Chief Commissioner of Insolvent Debtors. In 1821, he was elected to the State Senate for a term of five years, and re-elected for another term. After serving two years of the second term he resigned, and devoted himself exclusively to his practice from that time until 1845, when he was elected to the Senate of the United States. Composed, as the Senate then was, of the very ablest intellects from all parts of the country, Mr. Johnson was among its leading members. Chosen by the Whigs, he was naturally very intimate with Clay and Webster and the other statesmen of that school, but his course in the Senate was marked by the most liberal and comprehensive view of public measures, and by an independence of party trammels which rendered him conspicuous. Regarded, alike by friend and foe, as possessing the clearest foresight and capable of the boldest step, the position he might assume in any important debate was looked for with more than ordinary interest. Retaining, always, the personal regard of Senators on both sides, he was never without influence, and was invariably listened to with attention. In the memorable debates upon the question of the war with Mexico, Mr. Johnson differed from the sentiments of his party, and was among the supporters of the Democratic Administration of President Polk, in the advocacy of that war. In 1849, he resigned his seat in the Senate to accept the position of Attorney General, tendered him by President Taylor. As a Cabinet Minister, during the short term of office of General Taylor, Mr. Johnson was no less distinguished than in the Senate. On the accession of Mr. Fillmore he retired, and resuming the practice of his profession, at once appeared in its foremost rank. He was retained in almost every important cause in the Courts of Maryland and in the Supreme Court. His advice and services were sought from distant States, and in 1854 he was employed by an English house to argue a case involving a claim of great magnitude against the United States Government, before the joint English and American Commission, then sitting in London. He was associated professionally, in this matter, with the present Lord Cairns, then in the House of Commons, and a leading member of the Chancery Bar, and, subse-

quently, Lord Chancellor under the D'Israeli administration. During his sojourn in England, Mr. Johnson received much attention from the public men and members of the English Bar. Returning home he was unceasingly engaged with his practice, and took no active part in politics until the winter of 1860–61, when he was called upon by the exigencies of that memorable period. He was sent as one of the Delegates from Maryland to the Peace Convention, which assembled at Washington. He avowed himself a Union man, and utterly repudiated the doctrine of secession, believing it to be in violation of the letter of the Constitution and inconsistent with the spirit and stability of our Government. He was, however, conspicuous in that Convention by his earnest and eloquent efforts to avert the threatening calamities of civil war by measures of compromise and conciliation. When all hope of a peaceful settlement of the sectional difficulties had vanished, Mr. Johnson advocated the preservation of the Union by the military power of the General Government. Soon after the war had actually commenced, the position of the State of Maryland became one of peculiar difficulty and embarrassment. Although refusing by legislative enactment to join the other Southern States in secession, the sympathies of the large majority of her people were, undoubtedly, against the Government. In this trying crisis, and, throughout the strife, Mr. Johnson, while maintaining firmly the position he had taken in favor of coercion, was zealous in endeavoring to allay the bitterness of feeling which was naturally enkindled. He did all he could to prevent, and, as far as possible, to redress personal wrongs, and to save the soil of Maryland from the actual havoc of war.

In 1861, he was sent from Baltimore county to the House of Delegates. After the capture of New Orleans, he was sent to that city by President Lincoln, as special Commissioner, to revise the decisions of the military commandant, General Butler, in regard to several important matters involving our peaceful relations with foreign governments. He deemed it necessary and proper to reverse all those decisions, and for the good effect of so doing he received the thanks of the Administration. In the winter of 1862–63, he was elected to the United States Senate, and in March, 1863, resumed his seat in that body, after an absence of fourteen years. He soon participated actively in all the debates, and while unswerving in the support he gave to the Union cause, he frequently resisted measures of the dominant party, which he thought uncalled for by the necessities of war, and subversive of the true liberties of the people and the rights of the States. He voted for the

constitutional amendment abolishing slavery, having, all his life, deplored the existence of that institution. After the surrender of the Southern army, Mr. Johnson advised the immediate re-admission of the seceding States and an unconditional amnesty to their people, and in his continued and urgent advocacy of that course by the Government, and in his resistance to the passage of the reconstruction acts, he became, in Congress, and, was recognized throughout the country as the leader of the Conservative party. In voting for one of the reconstruction bills, which he held to be in violation of the rights of the States, he declared that he did so only because he believed, that if its provisions were not accepted by the Southern people, harsher terms would be exacted by the party in power—a prediction which has certainly been fulfilled.

In the summer of 1868, Mr. Johnson was appointed Minister to the Court of St. James, and the appointment was immediately confirmed. In England he was the recipient of attentions never before paid to an American Ambassador. He visited different portions of the kingdom and was everywhere met by a popular ovation. In the chief commercial and manufacturing towns banquets were given him, and so general was this demonstration that Lord Clarendon, writing to a friend in America and referring to the matter, expressed his belief that "Mr. Johnson was the only Diplomatic Representative that had ever brought out the true friendly feeling of the British people for those of the United States." Nor was it alone in his official relation that he was so cordially received. His fame as a distinguished American lawyer and jurist brought him into the most agreeable intercourse with the Justices and leading Barristers of England.

In a few months after his arrival in England, Mr. Johnson succeeded in negotiating a treaty between the two nations, for the settlement of the questions in dispute, growing out of what are known as the "Alabama Claims." This treaty was in strict accordance with the letter of Mr. Johnson's instructions, on entering upon his mission, and accomplished, in fact, more than had ever even been expected the English Government would yield. The Senate, however, refused to ratify the treaty, although it was privately acknowledged, by Mr. Sumner and other leading men, to secure all that our Government had a right to ask or any reason to expect. It is known that a supposed party necessity alone caused the adverse action of the Senate. Mr. Johnson's despatch to the State Department in explanation and defence of that treaty was given to the public at the time, and was a clear and able vindication

of his own course and of the justice of the terms of settlement proposed. Mr. Johnson returned from England in June, 1869, and has resumed his practice in Baltimore and at Washington, having argued recently some of the most important causes.

In his professional life, it may be truly said of him, that from his very youth to his present ripe age, he has had uninterrupted success. Great as is his reputation as a lawyer of profound learning, and an advocate of strong reasoning powers, and of the most forcible, as well as persuasive eloquence, he is, perhaps still more remarkable at the Bar, for his display of an acute knowledge of human nature and an ingenious and irresistible manner of examining and cross-examining witnesses—eliciting truth from the most unwilling, and discovering the falsehood of the most unblushing. In the exercise of this peculiar faculty Mr. Johnson has no superior. Of Mr. Johnson's private life and character, nothing could be said more correctly expressing the estimation in which he has ever been held by his personal friends and those with whom he has been brought in contact, than that he is a genial, unassuming gentleman. Married, when only twenty-one years old, to a lady of rare beauty, and force of character and mind, his domestic circle, has, for more than fifty years, been the scene of comfort, refinement and happiness. Simple in his tastes, kind and generous in his impulses, a warm and confiding friend, and a most forgiving enemy, he is not only entitled to the place we have given him among lawyers and statesmen, but he commands an equally elevated position as a man.

BISHOP KEMP.

THE Episcopal Church of Maryland has been adorned by many men of shining talents and virtues, and has always had a very strong influence on the history and destinies of the State. JAMES KEMP, although not of native birth, attained to distinguished position in the church, and left an exalted record for piety and benevolence. He was born in the parish of Keith Hall, Aberdeenshire, Scotland, in 1764, being baptized and educated in the Presbyterian faith. He was sent at a very early age to the grammar schools of Aberdeen, where he at once became conspicuous for good conduct and scholarship, and after obtaining the highest honors of that institution, he entered Marschal College, a famous seat of learning, in 1782. He was particularly noted for his mathematical attainments. He took his degree in 1786, but anxious to avail himself of the advantages of the college, he remained a year longer than usual, attending the lectures on divinity of the celebrated Dr. George Campbell, and also turning his attention to various ornamental branches of literature. He was then very strongly urged by some of his friends to adopt mercantile pursuits, for which he was well fitted by nature; but finding himself averse to this course, he resisted the importunities of his counsellors, determined on embarking for America, and sailed for the United States, in April, 1787.

He came to Maryland, and soon after his arrival was employed as private tutor in Dorchester county, on the eastern shore, passing two years in this position and continuing his theological studies. At this time, however, his religious opinions underwent a change. He abandoned the Presbyterian communion, in which he had been reared, and joined the Episcopal Church. Under the instruction of Rev. Dr. Bowie, Rector of Great Choptank parish, he prepared for the ministry, and being ordained in December, 1789, he succeeded Dr. Bowie in charge of the parish, in August of the succeeding year.

During his labors on the eastern shore, for a period of twenty-four years, he acquired a high reputation in the church for his piety

and zeal, while he became endeared to those who differed with him in religious views, by the Christian charity he exercised toward all men. His excellent business qualities also were of signal service to his flock, and many persons were in the habit of consulting him, regarding their temporal affairs, and seeking the benefit of his sound practical sense.

In 1813, he became associate rector with Rev. Dr. Beasly, of St. Paul's parish, Baltimore, previous to which appointment he had been made Doctor of Divinity by Columbia College, New York. He removed to Baltimore with a distinguished reputation as a clergyman and philanthropist, and in this city very soon made numerous friends among all classes of society. In 1814, he was elected by the convention of the Protestant Episcopal Church in Maryland, to act as Suffragan Bishop during the lifetime of Bishop Claggett, and to succeed him in case of survivorship. In September of the same year he was consecrated to the Episcopal office at New Brunswick, New Jersey, by the venerable William White, presiding Bishop of the Church. Thenceforth, during the life of Bishop Claggett, the more especial province of Bishop Kemp consisted in the jurisdiction of the Eastern Shore, but in 1816, the death of his superior advanced him to the position of diocesan. He continued to discharge the duties of his office until 1827, when his eminent and useful career was suddenly terminated. He had visited Philadelphia to assist in the consecration of the Right Rev. Dr. H. U. Onderdonk, and on his return home, he was fatally injured by the overthrow of the stage-coach in which he was a passenger. He lingered in great suffering for three days, and died on Sunday, 28th of October. His wife had died in the preceding year, leaving two children, a daughter and a son, the late Judge Kemp; both of whom left descendants still residing in Baltimore.

Bishop Kemp beside being eminent as a minister of the gospel, and as a man of learning, was a very public spirited citizen. Benevolent enterprises always claimed his interest and sympathy, while his liberal spirit extended beyond the bounds of his own church. He felt a deep solicitude in the welfare of the colored population, and was ever active in his efforts to ameliorate their condition. To piety, and warmth of feeling, he joined strong common sense, and the cultivation and refinement of the Christian gentleman.

JOHN PENDLETON KENNEDY.

JOHN PENDLETON KENNEDY was born in the city of Baltimore, October 25th, 1795, and died at Newport, August 18th, 1870. He was of Irish descent, and his father at the time of his birth, was a prosperous merchant of this city. His mother came of the distinguished Pendleton family of Virginia. He graduated at the Baltimore College in 1812. When the war with Great Britain broke out, he volunteered, and, with the late George Peabody, served as a private at the battles of Bladensburg and North Point. Many years after, he and Mr. Peabody received from the United States, the bounty land awarded to the soldiers of that war.

He studied law with the late Judge Walter Dorsey, and in 1816, was admitted to the bar, and practiced law successfully for about twenty years.

In 1818, in connection with the late Peter Hoffman Cruse, he commenced authorship, by the publication of a serial, called "The Red Book," which continued two years.

In 1820 he was elected a member of the House of Delegates.

In 1832 he published his first novel, "Swallow Barn," descriptive of plantation life in Virginia. In 1835 his second novel, "Horse-shoe Robinson," a revolutionary story, appeared, and proved the most successful of his writings. In 1838 he published "Rob of the Bowl;" a legend of St. Inigoes, a Maryland story of the days of Cecilius Calvert—second Lord Baltimore. In 1838 Mr. Kennedy again entered political life, and was elected to Congress as a representative from this city by the Whig party, of which he became a prominent member, and was chosen a Presidential elector from Maryland, in the contest which elected General Harrison in 1840. In this year, he published "The Annals of Quodlibet," a humorous and satirical account of the Presidential campaign. He was re-elected to Congress in 1841, and again in 1843. The first appropriation by Congress to enable Mr. Morse to try the experiment of the magnetic telegraph, between Washington and Baltimore, was made mainly through the efforts of Mr. Kennedy. In

1846 he was again elected to the House of Delegates of this State, and was chosen speaker. In 1849 he published his "Life of William Wirt, Attorney General of the United States." In 1852 he was appointed by President Fillmore, Secretary of the Navy, to fill the vacancy occasioned by the retirement of William A. Graham, and warmly advocated and sustained the Japan expedition and Dr. Kane's second Arctic voyage. At the time of his decease he was President of the Board of Trustees of the Peabody Institute, Vice-President of the University of Maryland, and Vice-President of the Maryland Historical Society. He was the author of a large number of political tracts, speeches, reports, &c., among which his review of Mr. Cambreling's "Free Trade Report," in 1830, his report on "The Commerce and Navigation of the United States," when Chairman of the Committee on Commerce, in 1842, and his several pamphlets in favor of the protective system are best known. Many historical, biographical and literary discourses, essays and reviews will doubtless soon be collected and with the manuscripts of "notes of travels," &c., left by Mr. Kennedy, given to the public by his literary executors. When Mr. Peabody revisited his native land in 1856, and resolved upon his noble endowment of the Peabody Institute, in this city of his early efforts, he named Mr. Kennedy as one of the board of trustees for his great gift, and on the death of Mr. Mayhew, Mr. Kennedy was elected president. The earnestness with which he entered upon and pursued the work of organization committed to him, was highly and gratefully appreciated by Mr. Peabody to the last. During the late war, Mr. Kennedy was a devoted lover of the Union, and all his influence and efforts were on the side of the Government. In 1865 was issued the last work which he gave to the public, being a collection of a series of letters on the principles and incidents of the war, which, under the assumed name of "Paul Ambrose," he had communicated to the "National Intelligencer." At this time, he made his third visit to Europe, in the hope of reinvigorating his shattered health. Familiar with the best English and continental society, he renewed old intimacies and formed many new ones with the literary men of the Old World. As a refined and cultivated American, the mansions of the English nobility were always open to him, and he was a frequent and honored guest under their roofs. During this last tour he was selected by Mr. Seward, then Secretary of State, as one of the United States Commissioners, at the grand Exposition of the Industry of all nations in Paris, and in that capacity rendered valuable services; especially as one of the small select commission, under the presidency of Prince Napoleon, to which the subject of a

uniform decimal currency was referred. While in Paris the Emperor Napoleon conferred upon him the cross of the Legion of Honor.

His last public appearance before the people of his native city, was in October, 1868, when on his return home, he presided at the great Republican mass meeting, held here in that month.

Though long past three score and ten, Mr. Kennedy was of so genial and joyous a nature, that the idea of his being an old man never occurred to any one of his friends, but the hand of the universal destroyer was reaching out toward him, and he was himself not insensible to the approach of the inexorable hour. This was fully evidenced, not only in his utterances, but in the correspondence which he still kept up, with a few of his older and dearer friends.

In the summer of 1870, he went to Saratoga Springs by the advice of his physician, and a few weeks later to Newport, which had been his summer residence for years. Here a hidden malady was developed, which after two days of agony, patiently and bravely borne, and one day of tranquil slumbers, released him to his rest. In a blessed interval of wakefulness and ease, he eagerly renewed those pledges of Christian faith, which he had given in health, and was able to take leave of those dearest to him as he said, "in perfect peace of mind and body."

His remains now repose in the sod of Greenmount, at the dedication of which in 1839, he delivered the address.

"Mr. Kennedy," says one of the friends who knew him best, Robert C. Winthrop, (from whose address before the Massachusetts Historical Society, we have extracted largely in this sketch,) "as a man, was greater and better than all his books. One certainly looks in vain in all that he wrote or did for the full measure of those gifts and acquirements of mind and heart; that learning and wisdom; that wit and humor; that whole souled cordiality and gaiety and kindness, which shone out so conspicuously in the intimacies of daily intercourse. A truer friend or more charming companion, has rarely been found or lost by those who have enjoyed the privilege of his companionship and friendship; and among these may be counted not a few of our most distinguished authors and statesmen."

The courtesy which Mr. Kennedy displayed upon all occasions, was not the mere formal discipline of elegant manners. There was, as has been said by another friend, a sense of benefaction in it. To approach him was to feel the friendly charm which his nature radiated. Excellent in anecdote and reminiscence, his qualities of

companionship were remarkable, and were lured out by the sympathy of the fireside and the table. Thirty years ago, when he was in Congress, and Washington society was in the zenith of its renown, he was one of its most popular members. In those days of famed dinner parties, when sparkling wit and brilliant repartee flashed and danced around the hospitable board; when song and story went up and down; when the statesman forgot the affairs of State, and when political rivalries and dissensions were thrust out of sight in the clasp of the hand, or the pledge of the health, the Baltimore member was ever welcome, and it is related that John Quincy Adams, himself a delightful companion, often forgot his resolution against late hours, in listening to Mr. Kennedy. Washington Irving, in visiting Baltimore, met Mr. Kennedy for the first time at the table of a common friend, and a close intimacy sprung up between them, which was only broken by the hand of death. Mr. Winthrop says, "a delightful week, which I passed under his (Mr. Kennedy's) roof, many years ago, gave me an opportunity of witnessing the esteem and affection, in which he was held by my only fellow guest, Washington Irving, whose life indeed, contains more than one letter to him, beginning 'Dear Horseshoe' and ending 'Geoffrey Crayon.'"

Thackeray and Dickens while in America, met Mr. Kennedy, and the acquaintance ripened into a friendship and an intimacy, which they were both happy to renew on his visits to England. He was just the man to appreciate the keen satire of the one, and the exquisite humor of the other, while those fascinating qualities of mind and heart, which so marked him, won their no less esteem. Oliver Wendell Holmes alluding to an interview with Mr. Kennedy, a few days before his death, says: "He was full of talk, so cheerful, so genial, so varied—sometimes on political and historical matters, with which he was familiar, sometimes relating personal experiences of which he had such a fund in his memory, always lively, entertaining, graceful in his discourse—that I have rarely sat in a company when one man did more to keep all the rest happy in listening to him. There was no look of warning, no tone that could suggest a melancholy foreboding; but bright and brave in the face of fast gaining infirmity, which he would not betray to sadden others, he shed sunshine about him to the last."

Mr. Kennedy left no children. His wife, who survives to mourn him, and who with her sister, Miss Gray, rendered his home for more than thirty years, so dear and delightful to himself, and so attractive to his friends, is a daughter of the late Edward Gray, one of the most respectable merchants of Baltimore.





Wm. Kennedy



P. Kennedy

WILLIAM KENNEDY.

It is a notable fact that among the leading business men of Baltimore, and the same is probably true of other commercial cities of this country, there are to be found the names of several whose boyhood and early manhood were spent at sea, and who have stepped from the quarter-deck of the vessel they commanded into the positions they now hold of trust and confidence in the mercantile community. This seems to be particularly the case in connection with the management of large enterprises of associated capital. The explanation is not far to seek. A good commander must necessarily be a man of administrative and executive ability. Accustomed to think and act for others, not only for those who are under his personal control and who obey his orders, but for the owners, whose interests are entrusted to his care on distant seas and in foreign ports, fidelity to his trust and a strict adherence to the line of duty will naturally be characteristic of such men. The very responsibility of their position will tend to develop in them those qualities of sound judgment, prompt decision, firmness and system, which are essential to the successful management of any corporate or associated enterprise. Hence, those who have such interests are generally fortunate when they are able to commit them to the hands of a man, who, amid the trials, temptations, and dangers of a seafaring life, has established the character of a prudent, faithful, and skillful commander. The traits which such a character implies are worth their weight in gold, whether on shore or afloat. The subject of this sketch was quite long enough at sea and had a sufficient share of the vicissitudes and experiences of a nautical life to have his character formed and his qualities tested in the rough school which either makes a man or mars him.

Born in Philadelphia, February 26th, 1801, Captain William Kennedy made his first voyage to the West Indies when he was a lad of fourteen. From that time until he finally quit the seas, in 1834, he was continuously in the merchant service, and from the year 1820 was in command of a vessel.

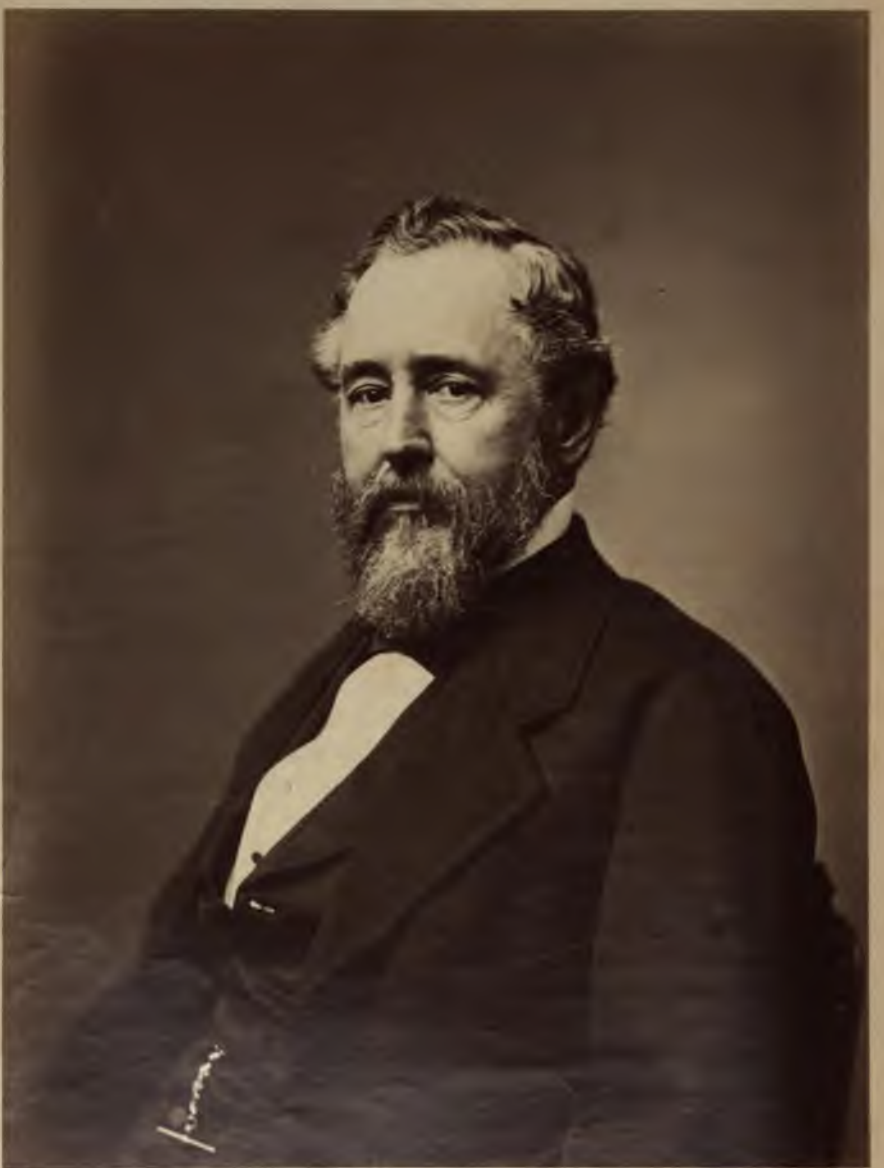
In 1835 he came to Baltimore to live, and formed a copartnership in the hide and leather business with Mr. William Jenkins, to

whose daughter he was married in 1831. After the death of his father-in-law, in 1843, Captain Kennedy continued in business by himself until September, 1847, when he was induced to devote himself entirely to the management of the interests of the Mount Vernon Manufacturing Company, of which corporation he was made President. This position, after the lapse of twenty-three years, Captain Kennedy still holds. It is not the only position of trust, however, to which he was elected long years ago, and which he still retains, in proof of the high estimation in which his services are held by those who have once enjoyed the benefit of them. For more than thirty consecutive years he has been a Director in the Bank of Baltimore, and for more than twenty-five years a Director of the Equitable Fire Insurance Company. He is also a Director in the Baltimore Savings Bank.

The Mount Vernon Mills, the property of the Company whose affairs he has so long and faithfully administered, are among the most important manufacturing establishments in the vicinity of Baltimore. Situated on the Falls turnpike and on the bank of Jones's Falls, and distant about two miles from the city, they give employment to about three hundred operatives, one half of whom are females. The mills are run partly by water and partly by steam, and are employed in the manufacture of cotton sail duck, ravens, twine, felting for paper makers, and an article of canvas, wide and light, used for threshing machines. The production in 1869 amounted to 1,240,245 yards of goods and 23,233 pounds of twine. The consumption of raw material amounted to 3,144 bales; the mills have a capacity, however, to work up a much larger amount, or about 5,000 bales per annum. The Company's property embraces some sixty acres of land, prettily embellished and improved, on which are erected eighty or more dwellings for the operatives, the majority of which are built of stone, and which constitute the little village of Mount Vernon.

Captain Kennedy himself resides near Baltimore city, his country seat, where he has lived for more than forty years, being situated a short distance beyond the Green Mount Cemetery. His character is what the record of his life would indicate,—that of an upright, modest, unassuming gentleman, who, while habitually shrinking from notoriety and doing nothing to court public attention, has acquired the respect and esteem of the community, by the energy and fidelity with which he has fulfilled every trust committed to his charge, and particularly for his successful management of the important manufacturing enterprise to which he has devoted the latter portion of his life.





Thomas Kinkel



Thomas Nesbitt

THOMAS KENSETT.

THOMAS KENSETT was born in Cheshire, Connecticut, on February 12th, 1814. His father, also named Thomas, was a native of England, who immigrated to America in the early part of this century, and settled in Connecticut, where he soon after married Elizabeth A. Daggett, of New Haven.

In the year 1819, Mr. Kensett, Sr., invented a mode of preserving meats, fruits and vegetables, which in all essential particulars is the same with that now in general use. Seeing at once the commercial importance and value of his invention, he resolved to make arrangements for conducting the process on a larger scale, and to this end removed to the city of New York, where he established himself in partnership with his father-in-law, Mr. Ezra Daggett. The business thus established was successfully prosecuted by the partners until the year 1825, when Mr. Daggett retired from the firm and returned to New Haven, Mr. Kensett continuing the business until his death, in June, 1829.

The trade in "canned goods," which has since developed into such gigantic proportions, was at this time in its infancy. The demand was limited to the purchases made by the United States, and consisted principally of meats, soups and milk for officers' stores, and hospital use in the navy, and of supplies for vessels bound on long voyages.

Mr. Kensett, the subject of this sketch, resided in New York, engaged in mercantile pursuits, from the year 1820 to 1849. In 1838 he married Miss Eliza P. Wheeler, daughter of J. B. Wheeler, a member of the State Legislature. In 1849 he removed to Baltimore; and about the same time, (his first wife having died some years before,) married Miss Sarah Ann Wheeler of New York, with whose brother he formed a partnership. Mr. Wheeler remained in New York to represent the business, that being the principal centre of demand, while Mr. Kensett established his factory on York street, near Light, in Baltimore, as the latter city afforded by far the greatest facilities for procuring the oysters and fruits which

were the staple articles of the business. The rent of the building he occupied then was $125 per annum.

Just at this time occurred the discovery of gold in California, which gave so amazing an impetus to nearly all branches of trade, and to none more than that in canned goods, both for sea-stores and for consumption in the mines, where they were looked upon as articles of prime necessity. Mr. Kensett experienced a full share of this prosperity. The old factory being found inadequate for the increasing demands of the business, he erected a new building, of what then seemed to the firm the imposing dimensions of twenty-five feet by sixty.

The building which the present firm occupies, on the same site, has a length of a hundred and fifty feet with a depth of seventy, is three stories in height, and stands upon a site fronting three hundred and seventy-five feet on West Falls' avenue, with a similar front on the basin. Mr. Kensett also erected another factory for packing fruit and the manufacture of cans, which has a front of seventy-five feet on Bank street, and a depth of one hundred and ten.

Upon the death of Mr. Wheeler, in 1857, Mr. Kensett continued the business alone until 1864, when he admitted his son, Thomas H. Kensett, and his nephew, H. N. Vail, to interests in the house.

Until the breaking out of the war between the States, in 1861, the principal foreign markets for canned goods were Australia, California and South America; but during the war the demand for home consumption was enormously increased, and the quality of the goods packed in Mr. Kensett's establishment gave so much satisfaction and attained so wide a reputation, that the business has greatly increased in extent.

The statistics of this trade afford an interesting proof of how vastly the natural wealth of a country may be increased by the discoveries of science. The oysters and fruits, which are the staple articles of the trade, are of so delicate and perishable a nature that they cannot, under ordinary circumstances, bear long keeping or distant transportation. Hence of the immense wealth contained in the prolific oyster beds of the Chesapeake Bay, but an insignificant portion was realized; while the peach orchards on either shore, though in numbers and extent but a small fraction of those now flourishing, produced crops of delicious fruit, of which great part was sold at a trivial price or perished for want of a market. At the time when Mr. Kensett, Sr., obtained his patent for preserving meats and fruits, in 1825, the market value of peaches was from forty to seventy cents per bushel; when now it is not unusual for

a packer to pay three dollars, and even five dollars a bushel for fruit of good quality. Two years ago, one of the Baltimore packers paid twenty-seven thousand dollars in cash for the peaches taken from a farm of a hundred and twenty-five acres, being an average of about four dollars per bushel. Eighteen years ago the entire product of the farm could have been bought for a third of the sum. What is true of this orchard may be applied to nearly all the farm lands about the city, which in many places have increased in value five hundred per cent.; and this result has been obtained chiefly by the development of the packing business.

Fifteen years ago the largest houses in the trade did not pack more than two thousand bushels during the season; now many of them require from five to eight hundred bushels a day, and this, too, during a season which lasts about two months.

During the season, Mr. Kensett's firm employs eight hundred hands; and to give an idea of the activity of the business, we may state that from August 9th to September 14th of the year 1870, this house packed one million thirty-seven thousand four hundred and seventy-six cans of peaches.

The oysters are principally taken from the Chesapeake Bay and its tributaries, and the business of taking as well as packing gives employment to a large number of persons. There are houses engaged in the packing business in this city, which give constant employment during the season to forty and fifty vessels each, and which disburse more than five hundred thousand dollars a year. The returns on the business, which requires such heavy outlay, come from all parts of the country and all quarters of the world, except Maryland, where there is so little demand for consumption that the entire profits on the goods sold for that purpose in a year, by any house, would not pay their book-keeper's salary. But this one State excluded, the whole civilized world is their customer.

A meeting of the Baltimore Oyster Packers' Association, of which Mr. Kensett is President, was held on Light street, on the 9th of April, 1868, at which meeting about thirty gentlemen were present, representing at least $15,000,000 of capital engaged in this business. Mr. Kensett delivered an address, reciting the history of the trade, and filled with interesting facts. After dwelling on the importance of this traffic among the various industries of the State, he went on to say: "I do not err when I state that we are developing our resources, and contributing greatly to stimulate and foster the growth of the city by this flourishing branch of industry. Our factories, in many instances,

employ from three to five hundred persons, during seven months of the year, and these, too, of a class who could not easily find other occupation. Were it not for the shucking of oysters, many children, from twelve to fifteen years of age, would spend much of their time in the streets and around the wharves and docks, being trained up to immorality and crime, and preparing to fill our jails and workhouses. Now they are actively and usefully employed, earning from twenty-five cents to a dollar and twenty five cents a day.

"On comparing the business of the packing houses with what it was twelve years ago, it can scarcely be realized that each of them now cans more goods than were then packed during an entire year. The United States Government has purchased more canned goods this year than were packed in the entire State eighteen years ago.

"About eleven million bushels of oysters are taken annually from the Chesapeake Bay and its tributaries, of which nine millions are packed in Baltimore.

"There are seventy regular packing houses, employing fifteen thousand persons, and packing about fifteen million cans each year.

"Seventeen hundred vessels, averaging about fifty tons each, and three thousand canoes, are employed in dredging or tonging for oysters.

"The extensive trade in this line of goods has had the effect of bringing to Baltimore an immense amount of business in other pursuits, which never would have sought the city but for its general reputation as a packing depot."

Mr. Kensett's address, and the important and well authenticated facts which it contained, was listened to with great interest, and elicited much applause.

Such has been the growth of a business, which in sixty years from the time Mr. Kensett, Sr., packed the first can of hermetically sealed goods in the United States, has now grown to be one of the most important and flourishing industries in the State.

Mr. Kensett enjoys the possession of an ample fortune. He is a Director in the Second National and Mechanics Banks, and is a large stockholder in most of the other Banks of Baltimore. He is also largely interested in several railroads, and has been very successful in his investments in real estate. He is an attendant of the Presbyterian Church. His family consists of three sons and three daughters.





Alex.r Kirkland.



Alex.r Kirkland.

ALEXANDER KIRKLAND.

ALEXANDER KIRKLAND, the second son of William and Margaret Kirkland, was born in March, 1784, near Dungannon, County Tyrone, Ireland. His father was a farmer of the sturdy Scotch-Irish race settled in the north of the island. He was brought up at home until he reached the age of sixteen, when he was placed with a kinsman, Mr. David Dixon, then doing an active business in the lively borough town of Dungannon, which had its weekly grain market, and monthly fair, its quarter and petty sessions, and returned a member to Parliament. With Mr. Dixon, young Kirkland acquired the correct and steady business habits which were characteristic of his whole life.

After coming of age, he left Mr. Dixon, and embarked in business on his own account, and soon after married Miss Maria Ken, daughter of Patrick Ken, of Dungannon. But domestic affliction, which overtook him in the loss of his wife and only child, rendering his home, with its painful associations, distasteful to him, he determined to seek his fortunes in the New World. He had always felt attracted towards Baltimore, sharing in this the feeling of many of his countrymen who have chosen this city as their home, and among whom Baltimore counts not a few of her worthiest citizens; so he selected that as his destination, and arrived in December, 1809.

Soon after his arrival he was offered a situation by Mr. Marcus McCausland, as cashier and collector in his brewery, with a home in the family. He at once accepted the offer, and remained in this position until 1813, when he left Mr. McCausland's establishment and engaged, on his own account, in the ship-chandlery business. About this time, the war spirit, which Mr. Kirkland had found very prevalent in this country upon his arrival, had resulted in the outbreak of hostilities with England. He, like most of his countrymen, bore no love for that country, and had a high appreciation of the liberties and institutions of the land of his adoption; and in 1810 he had joined a volunteer company of Irishmen, com-

manded by the late Christopher Hughes. At the outbreak of the war, this company marched in column to the Court House, and received their naturalization papers on the spot.

Upon Capt. Hughes resigning the command, Mr. Kirkland joined Capt. Archibald Pike's company of artillery, and during the bombardment of Fort McHenry, in September, 1814, he was stationed with his company on the works thrown up at what is now Patterson Park. Upon the landing of the British forces at North Point, this company was ordered to meet them by a forced march, an order which was countermanded when they had nearly reached the front, and they were ordered back to the works they had previously occupied. The excessive heat of that day, and their excitement and fatigue, will never be forgotten by the survivors. A night of extreme severity, owing to the setting-in of the equinoctial storms, followed this exhausting day, during which, and for several succeeding days and nights, Mr. Kirkland was constantly exposed in the trenches. The consequence of this exposure, aggravated by the accident of a broken ankle, for a time completely shattered his robust constitution, and left its effects in a permanent lameness and subsequent paralysis of the left leg.

In 1819, he was prostrated by the epidemic yellow fever of that year; and his convalescence left him so enfeebled, that his physician enjoined him to break up his business and take to the seas, which he did in the following year, selling out his stock, chartering a vessel, which he loaded partly with goods of his own, and partly with the consignments of friends, and went as supercargo on a trading voyage to the West Indies. In that day, before the establishment of foreign mail lines, and the other facilities for safe and speedy communication with distant ports, all vessels bound on trading voyages, were accompanied by supercargoes; and many of our most accomplished and successful merchants received the training which conducted them to prosperity in this responsible but now obsolete office.

Mr. Kirkland continued to perform these duties, to the entire satisfaction of all who entrusted their interests to his hands, until 1825, when his health being now entirely restored, he made an arrangement with his present partner, Mr. Daniel Chase, and a Captain Fish, to become joint proprietors of the vessel. In the same year, he also arranged with Mr. Sidney Mason, of Gloucester, Mass., (now of New York,) to embark in a joint account business, Mr. Kirkland to remain in Baltimore, and Mr. Mason to establish himself in St. John's, Porto Rico. Mr. George Latimer, of Philadelphia,

afterwards became a party to this arrangement, and opened a branch house at Mayaguez, Porto Rico.

The business thus commenced, has continued without interruption to the present time. The original founders are all still living; and the past year (1870) their aggregate exports of breadstuffs, provisions, &c., to Porto Rico amounted to more than $470,000, and their imports from Porto Rico, to 13,800 hhds. of sugar, which exceeds the entire importation of sugar from all sources, at the time their house was established.

The business was at first conducted by Mr. Kirkland under his own name; but Mr. Chase, though actively engaged with his bakery, was interested in the Porto Rico trade of the house, and purchased most of the goods exported. In 1836, Mr. Chase gave up his bakery, and the formal partnership of Kirkland and Chase was announced; and in 1841 the firm was increased by the admission of Mr. Allen A. Chapman, a son-in-law of Mr. Chase, and Mr. Robert R. Kirkland, son of the senior partner, upon which the style of the firm became Kirkland, Chase & Company, as it now exists.

The introduction of the new partners, both men of remarkable intelligence, activity and business talents, gave additional strength and impulse to the already prosperous house; their business increased from year to year, and they added vessel to vessel, by purchase, construction, or charter, to supply the requisitions of their enlarging trade. One of their brigs, the Frances Jane, they ran for more than thirty years, taking always full cargoes, and making a hundred and sixty-three voyages to Porto Rico alone, besides various trips to Brazil; an amount of trading probably unequalled by any vessel of her class in the United States.

The business community of Baltimore has long recognized the position and value of this estimable house, in its relation to the commerce of the city, which it has probably contributed more to improve and extend than any other mercantile firm. They have also given employment to large numbers of mechanics and laborers, besides seamen and employés in the various branches of their business; and have earned with all classes a well deserved reputation for integrity, liberality, and public spirit. Far above the petty jealousies of trade, they have ever been ready to extend a helping hand to young men entering into business, and to assist them, when deserving, in their efforts to rise.

They were largely instrumental in establishing the sugar refineries whose business is now so valuable to the city; aiding and encouraging their late esteemed and lamented friend, Mr. John C.

Brune, by liberal subscription and other assistance, in the establishment of the Maryland Sugar Refinery, and by their capital and credit contributing largely to the success of the Baltimore Sugar Refinery of Messrs. Dougherty, Woods & Co.

Some twenty or thirty years ago, the cargoes of sugar, coffee, &c., arriving in port, were always sold at auction, and in the busy season this house disposed of such cargoes by auction, having one or two sales a week. The brokerage system has now superseded the former custom; but our old grocery merchants will remember those sales when R. Lemmon & Company were the auctioneers; and Mr. Kirkland was always to be seen in superintendence, with a smile and pleasant word for all. The honorable uprightness, the candid, open dealing, and the gentlemanly courtesy of those two well known old Baltimore houses, R. Lemmon & Company, and Wm. G. Harrison & Company, is still well remembered, and deserves at least a passing notice here.

Though the house of Kirkland, Chase & Company were noted for their liberality in allowing credit to all whom they deemed worthy of confidence, they weathered the various commercial crises, though suffering losses amounting to hundreds of thousands of dollars, until the year 1860. The commercial panic which followed the election of Mr. Lincoln, with the wide-spread apprehension, which too soon became reality, that the excited feeling throughout the country would result in a war between the States, brought heavy disasters upon the house. They were then holding large stocks of merchandise, which rapidly depreciated in value, and in one day more than $100,000 of bills were returned to them protested. They went into an investigation of their affairs; their actual and estimated losses; the business assets of the firm, and the individual property of the partners, and the result of the investigation, proved that they were insolvent.

Though their credit was still good, they deemed it their duty at once to close their business. Their liabilities proved to exceed $1,800,000. After paying in full every claim which could justly be regarded as confidential, they compromised with their creditors at seventy-five cents in the dollar, a percentage which many of the creditors thought would never be realized from the assets.

Mr. A. Kirkland, who at the time of the disaster was incapacitated for active business, strengthened his partners in their resolution to give up all their property for the satisfaction of the creditors. Mr. Chase surrendered all his property, and with the rest, the handsome residence, which he had not long built, and removed

to a small rented house. The junior partners, Mr. Chapman and Mr. R. R. Kirkland, were not behind their seniors in this determination to sacrifice all for the honor of the house.

This failure excited universal sympathy wherever the firm was known. The creditors all signed their release; and such was the confidence reposed in them by their foreign correspondents, that they were receiving new business before they had completed the compromise settlement for the old.

The spring of 1861 tried them severely; and it seemed that they must break down in their efforts to pay the compromised proportion; but they struggled manfully, and in less than three years from the date of their suspension, paid, not merely the stipulated three-fourths, but all claims in full, principal and interest.

Since that time, the house has gone on with re-established credit, and more than regained its former prosperity. In the past year it exported goods in seventy-three vessels, and imported 26,000 hhds. of sugar, 52,000 bags of coffee, besides other merchandise, on which the Government received in duties $1,500,000 gold, being about one-hundredth part of its entire revenue from import duties.

Though Mr. A. Kirkland no longer actively participates in the business of the firm, of which he is still the senior, he is cognizant of all their large and varied operations.

In addition to his regular business, Mr. Kirkland has held various positions of trust in public institutions. He has been a director in several banks, and still holds that position, though rather as an honorary than an active office, in the Eutaw Savings Bank, his fellow directors in which institution some years since, waited upon him in a body, and presented him with an address expressive of their sympathy and respect. He has also held directorships in our Marine Insurance Companies; and in all his official positions, his known soundness of judgment and uprightness of character gave great weight to his advice and opinions. He never took any active part in political affairs.

On his arrival in this country, he connected himself with the Presbyterian Church, but after his marriage he joined the Methodist Episcopal Church, of which his wife was a member.

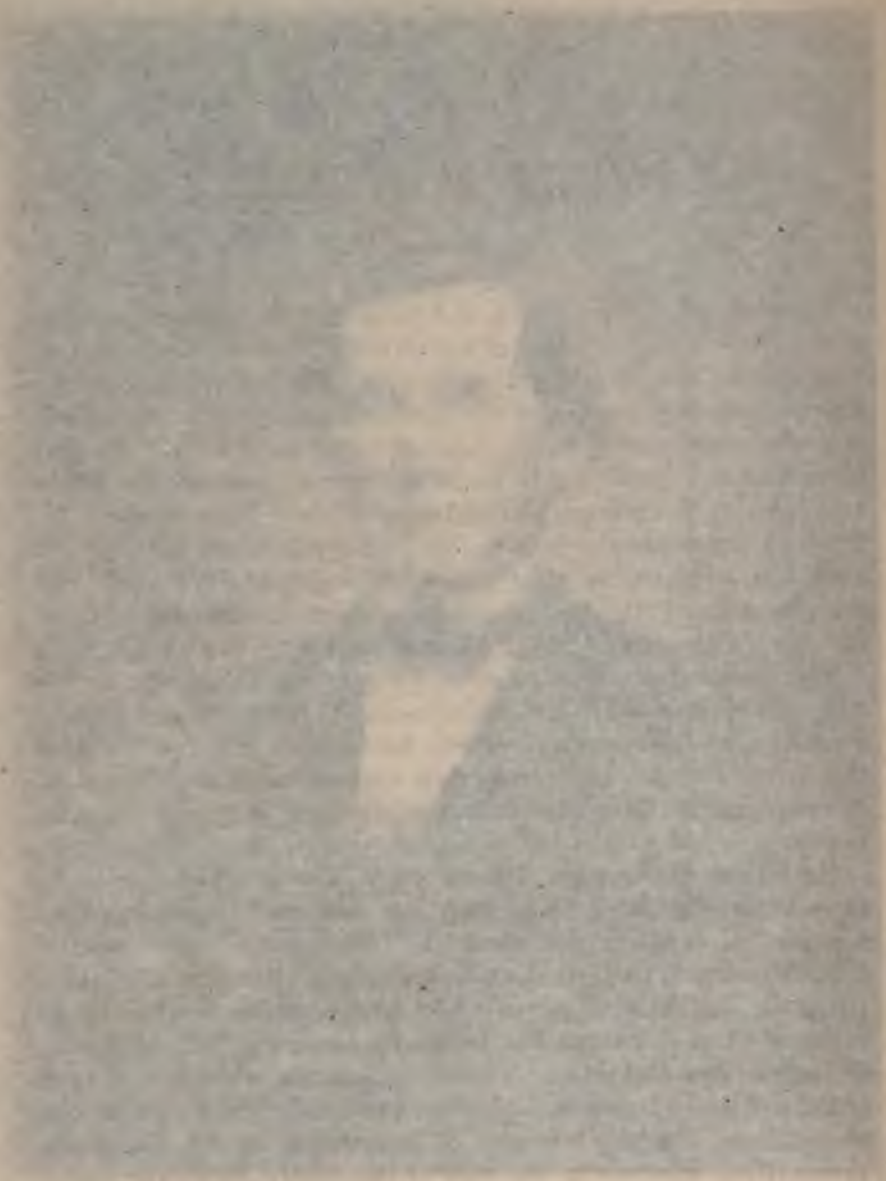
Mr. Kirkland has now living two sons, Wm. R. Kirkland (of the firm of Kirkland and Von Sachs, New York) and Robert R. Kirkland, his partner; three daughters, Mrs. Benjamin C. Buck, Mrs. John L. Weeks and Mrs. Talbot J. Taylor; twenty-three grandchildren, and three great-grandchildren; and has consequently had four generations under his roof. Four years ago he celebrated his

golden wedding, and with his aged wife, who is still living, and descendants to the third generation, presented a picture of happy and honored old age, such as is rarely seen.





Wm Knabe



WILLIAM KNABE.

THE career of Mr. WILLIAM KNABE, the eminent piano forte manufacturer, and founder of the firm of William Knabe & Co., who died in this city May 21st, 1864, is an apt illustration of the effect which little causes, of the kind commonly called accidental, and oftentimes viewed in the light of misfortunes, have in shaping the course of human lives to the most fortunate results. Mr. Knabe was born at Kreuzburg, in the Duchy of Saxe Weimar, June 3d, 1803. His father, who was an apothecary, designed that his son should be educated for a profession, but owing to the loss of property, occasioned by the calamities of war during the French invasion of Germany in 1812–13, was unable to gratify his wish. Young Knabe instead of going to the gymnasium and the university, was apprenticed to a cabinet maker. After learning his trade, according to the German custom, he traveled for two years in the exercise of his craft, and then apprenticed himself for three more years, to Langenhahn, a manufacturer of piano fortes, at Gotha.

He afterwards traveled for six years, during which period he visited the principal cities of Germany, and was everywhere recognized as an excellent piano maker. In 1831, while a resident of Saxe Meiningen, he formed an acquaintance with Miss Christiana Ritz, the daughter of a well-to-do family, which resulted in an engagement of marriage; but before its consummation, the family of his affianced decided to emigrate to America, whither a brother of Miss Ritz had gone a few years previous. Mr. Knabe accompanied them with the intention of becoming a farmer, but as Dr. Ernest Ritz, upon whom the care of the family principally rested, had died on the passage; and, as the difficulties encountered in a journey to Missouri, whither they intended going, were learned, he resolved to remain in Baltimore, at least one year, to familiarize himself with the language and customs of the country. Upon his arrival in Baltimore he was united to Miss Ritz, and obtained employment from H. Hartge (the original inventor of iron piano

frames) at five dollars per week, which was soon increased to eight dollars per week. By working early and late, he increased his earnings so greatly that he sold his agricultural utensils, &c., and abandoning his intention to go to Hermann, Missouri, he was enabled after four years of hard labor and judicious economy, to commence business for himself, in the purchase, sale and repairing of old pianos, in the old frame building on the corner of Liberty and Lexington streets.

In 1839, he formed a partnership with Mr. H. Gaehle, and commenced the manufacture of piano fortes. The business increased so rapidly, and additional accommodation was so necessary, that the firm removed in 1841, to the corner of Liberty and German streets. In 1843, in consequence of the growing demand for their pianos, they were induced to take the warehouse at the corner of Eutaw street and Cowpen alley. Four years later, they rented the warehouses Nos. 1, 3, 5 and 7 North Eutaw street, still occupied by William Knabe & Co., for office purposes and warerooms. In 1851, they had two large establishments, one on Baltimore street near Paca, the other, on Cowpen alley in the rear of the Eutaw House. In November, 1854, the latter manufactory was destroyed by fire, and five weeks later, that on Baltimore street was also burnt. The major part of their hard earned fortune was thus lost, as there was only a small insurance on the factories; and it was only by indomitable energy and industry, that total ruin was averted. The partnership of Knabe & Gaehle was dissolved, by the death of the latter, in 1855, when he recommenced business under the present firm of William Knabe & Co.; and the old paper mill, on the corner of West and China streets was bought, for the purpose of being converted into a piano factory. The increase of business soon led to a corresponding enlargement of his plans, and in 1860, he commenced the erection of the present immense structure, at the corner of Eutaw and West streets, making the entire plans for same as now completed, and now having a front of two hundred and ten feet on the former street and of one hundred and sixty-five feet on the latter, and one wing of which had been completed, when the war in 1861, caused a disastrous interruption in the business of the firm. Up to this time, their sales had been chiefly at the South. The loss of this trade, consequent upon the war, compelled the firm to seek a new market for their pianos. This was found in the West, and by energy and perseverance, an extensive business was gradually built up. The new factory was completed, by additions made in 1865 and 1869, and crowned with its cupola,

from which an extended view of the city, in every direction, can be had, it forms a conspicuous object, and one which cannot fail to arrest the attention of travelers entering or leaving the city by the Baltimore and Ohio Railroad, near the line and depot of which company it is situated. This extensive factory, one of the very largest and best arranged in every way in the United States, and furnishing employment to a numerous body of skillful workmen, is capable of turning out *forty* finished pianos every week. Too much credit cannot be given to the indomitable pluck and energy with which the business of this firm has been carried on, in the face of losses by fire and war, which were temporarily almost ruinous. Beginning life in Baltimore, as we have seen, as a journeyman mechanic, led by accident, in the first instance, to make this city his home, and afterwards to abandon his original design of turning farmer, and to engage instead in the business of manufacturing pianos, William Knabe, from the time he entered upon this latter career, pursued it with unflinching energy and resolution. He bore his reverses with equanimity, continued faithful to his engagements under all circumstances, and in the face of disaster and impending ruin, maintained a cheerfulness and decision of character, worthy of imitation as well as praise. Qualities such as Mr. Knabe possessed, rarely fail in the end to command success. He died May 21st, 1864, honored and respected among business men for his integrity, loved by his employés for his considerate care of their comfort, and deserving to be held in grateful remembrance by the many thousands to whose innocent and profitable enjoyment, his skill and ingenuity have contributed.

In August, 1855, Mr. Knabe decided to compete for the gold medal to be awarded by the Maryland Institute, for the best piano exhibited at its next fair. The difficulties encountered in settling the accounts of the old firm, rendered it necessary for him to temporarily leave the old stock in the hands of others, he was therefore compelled to contend for the prize under very disadvantageous circumstances. Notwithstanding these, *in seven weeks* the instrument was *made*, which bore away the palm from more than twenty competitors.

Since then, medals, diplomas, and premiums without number, have attested the public appreciation of the excellence of these pianos, while Thalberg, Gottschalk, Strakosch, Marmontel, Prune and others, have recorded the verdict of the artistic and musical world in their favor.

Owing to the extensive sale which they have commanded,

through large portions of the country, the name of "Knabe," has become a household word.

When it is remembered that forty years ago, Americans were satisfied to buy indifferently finished pianos, of foreign makers, at extravagant prices, and that the prejudice was general and inveterate against home manufactured instruments, the part which the enterprise and skill of Mr. Knabe have borne in effecting that revolution in sentiment and trade, which has enabled the manufacturer of American pianos to supersede those of the foreign manufacturer, and in reality to sell a superior instrument, at a lower price, deserves especial commendation.

In closing this sketch, it may be cited as an illustration of Mr. Knabe's kindly disposition, and of the pleasant relations which he always cultivated with those in his employ, that in 1855 he instituted the custom of giving an annual holiday and pic-nic to all his workmen and their families, only interrupted for a few years during the height of the late war, a custom which the firm has ever since kept up. More of such pleasing exhibitions of consideration, and sympathy on the part of employers towards those who labor for them, would tend to remove much of the asperity which too frequently marks the intercourse of employers and employés, and embitters the contests between capital and labor.

The business which Mr. Knabe founded in his lifetime, and left at his death in a highly prosperous condition, is being carried on with increasing success by his sons, William and Ernest Knabe, and his son-in-law Charles Keidel, under the name of William Knabe & Co.

LUTHER MARTIN.

THIS very distinguished lawyer, who graced the bar of Maryland, at a period when it could also boast of Robert Goodloe Harper, Roger B. Taney, William Wirt, and William Pinkney, was born in New Brunswick, New Jersey, in 1744. He was the third of a family of nine children, and at an early age displayed a love of learning. He acquired the elements of the Latin language, at a grammar school to which he was sent at the age of thirteen years; and in 1762, he graduated at Princeton College with the highest honors. At this institution he pursued his classical studies, and at the same time made some progress in French and Hebrew.

His family being in very moderate circumstances, Luther at once upon leaving college, determined to maintain himself; and having chosen the profession of law, although greatly against the wishes and views of his friends, he, only two days after graduating, left home, and set out on horseback with two or three young men for Cecil county, Maryland. His object was to take charge of a school, but finding on arrival that the place had been filled, he was advised to proceed to Queenstown, in Queen Anne county. Here he was hospitably received, and soon entered on his humble duties as a schoolmaster. He occupied this position until April, 1770, in order to gain a support while studying for his chosen profession of law.

Even at this period the reckless habits of Luther Martin, which so seriously affected his good fortunes during life, brought him into debt and consequent difficulty; but at length in 1771 or 1772, he was, through the aid of the distinguished George Wythe and John Randolph, admitted to the Virginia bar. He sojourned for a session at Williamsburg, and while there made the acquaintance of Patrick Henry and other noted men. Soon after this period, he commenced the practice of the law at Accomac, Virginia, and then took up his residence in Somerset, Maryland, establishing rapidly a very lucrative practice, amounting to one thousand pounds a year, being for that time a very large sum. He continued to attract the public as an able and brilliant lawyer, and in 1774 he was appointed one

of the convention which assembled at Annapolis, to resist the pretensions of the mother country. The difficulties with England had now fully roused the Colonies, and Luther Martin threw the whole weight of his influence and talents into the cause of American Independence. A proclamation published by the Howes, commanding the British forces in the Chesapeake, and addressed to the people of that section of the country, was answered by Luther Martin, in the most eloquent and forcible manner.

In February, 1778, through the influence of Judge Samuel Chase, Martin was appointed Attorney General of the State of Maryland. He entered upon his office at a period when it required the strongest exercise of authority in prosecuting the Tories, who were constantly endeavoring to thwart the action of the United States Government. Martin proceeded against them with iron will and unflinching purpose, and greatly aided in their total overthrow in Maryland. The office was conferred upon him without any solicitation on his part, and holding it as he did for a long period, he constantly added to his reputation as an advocate of pre-eminent ability. In 1804, his friend Judge Chase of the Supreme Court of the United States, having been impeached in the House of Representatives, on charges contained in eight articles, for malfeasance in office, Martin defended him in connection with Robert Goodloe Harper. His argument on that occasion, was one of the most powerful ever heard in an American court room, and is still referred to with wonder by some yet living who listened to it. Judge Chase was acquitted on every charge.

It was the fortune of Martin to be engaged in another cause of wider celebrity, and also again with Mr. Harper; in the trial of Aaron Burr for high treason. In 1807, Burr was brought to trial before the Circuit Court of the United States, at Richmond, Virginia, for treasonable designs, "in preparing the means of a military expedition against Mexico, a territory of the King of Spain, with whom the United States were at peace." During this memorable trial, Martin exerted all his genius in defending Burr who, as is well known, was acquitted.

In 1814, Mr. Martin was appointed Chief Justice of the Court of Oyer and Terminer, for Baltimore city and county, and held the office with his usual ability until he was compelled to resign it, in consequence of a new Act of the Legislature. In 1818, he was again appointed Attorney General of the State of Maryland, and District Attorney for the city of Baltimore, but by this time the advances of age and disease had impaired his vigor and his intellect,

so that he was unable to attend personally to his duties. His powers at length were shattered by a stroke of paralysis, and owing to his pecuniary embarrassments, he removed to New York, accepting the friendly hospitality of Aaron Burr; who repaid the services which Martin had rendered him in former years; until at the age of eighty-two, the celebrated lawyer died on the 10th of July, 1826.

The fame of Luther Martin, is still respectfully cherished at the bar of Maryland, and must continue to be for very many years, although his great legal reputation is now almost wholly traditional. His singular eccentricities of character and manner, are vividly remembered, his absence of mind frequently so completely absorbing him from the world, that he would appear upon the streets closely studying his legal papers, and totally unconscious of the passing world. It is to be regretted that one so gifted should have been afflicted with habits of extravagance and intemperance, which while offering warnings to others, rendered his own life often unhappy, and in his old age clouded his noble intellect, and reduced him to extreme penury.

BRANTZ MAYER.

BRANTZ MAYER was born in the city of Baltimore, Maryland, on the 27th of September, 1809, and was very thoroughly educated, partly at Saint Mary's College, Baltimore, and partly by private instruction. After finishing his education he traveled extensively in Europe, and in the East, as far as China, and the islands of the Indian Sea. Destined for the bar, he was admitted to the Courts, and after his return from Europe practiced law until 1841, when he was appointed Secretary of the United States Legation to Mexico, a post he retained until the death of his father, the late Christian Mayer, one of the early and eminent German merchants of Baltimore. On his return from Mexico to his native city he varied attendance on the Courts with contributions to literature; and, for some time, edited the "Baltimore American," while it was under the administration of its founders, Messrs. Dobbin, Murphy & Bose.

Mr. Mayer's principal works which have made him so widely known as a contributor to the solid, descriptive and historical literature of our country, are: *First*, his book, in one volume, published in 1844, entitled "Mexico as it Was and as it Is;" *Second*, the "Journal of Charles Carroll, of Carrollton, during his journey with Franklin, Chase and Archbishop Carroll to Canada in 1775," which Mr. Mayer edited with a rich, historical memoir and notes; *Third*, "Mexico; Aztec, Spanish and Republican," an admirable, historical, and descriptive work on that country; and the first (native or foreign) that grouped the ancient and modern, as well as the productive and statistical characteristics of that interesting empire; *Fourth*, "Captain Canot; or, Twenty Years of the Life of an African Slaver;" a narrative of the *facts of a real life*, derived from the adventurer himself, and valuable for the picture it presents of aboriginal life, in the interior as well as on the coasts of Africa, and of the abominable trade in human flesh; *Fifth*, "Observations on Mexican History, with some account of the Zapotec Remains at Mitla," superbly issued, in large quarto, with plates, by the Smithsonian Institute; *Sixth*, an account of "Mexican Antiquities,"

printed, first, with many splendid illustrations, in copper plates, in Schoolcraft's great Indian work, published by the Government of the United States, and subsequently issued in a small *private edition*, separately, of about thirty copies; *Seventh*, "Tahgahjute; or, Logan, the Indian, and Captain Michael Cresap," an octavo volume, beautifully printed by the celebrated Joel Munsell, of Albany, vindicating Cresap from the attributed massacre of Logan's family; and *Eighth*, "A Memoir of Jared Sparks," the historian, printed in elegant style by the Maryland Historical Society, for private circulation among its members and friends. Besides these substantial books, Mr. Mayer has contributed largely to the periodical press, daily, monthly, and quarterly, of the Union, to the extent of at least two additional volumes of miscellaneous articles, addresses and speeches.

In 1844, with half a dozen citizens, most of whom are now dead, Mr. Mayer founded the Maryland Historical Society, while he was already President of the old Baltimore Library Company, whose superb library has since been merged in that of the Historical Society. In 1846, with Messrs. Robert Leslie, and William Rodewald, he drew up the plan of the Athenæum, as a permanent abode of the Historical Society, the Library Company and the Mercantile Library Association. The views of the projectors were warmly seconded by the late George Brown and Osmond Tiffany, and some twenty leading merchants of that day; so that by their joint exertions, and the liberal donations of our citizens, Mr. Mayer was enabled to deliver the Inaugural Address in the edifice during the month of October, 1848, when it was opened to the public, at the corner of St. Paul and Saratoga streets—a free gift and endowment to the societies forever.

Mr. Mayer is perhaps most extensively known by his works on Mexico, and by his Captain Canot, thousands of copies of which were sold at the time of their publication, and continue to be read by all who require a solid as well as an interesting account of the countries and people so graphically described. He was appointed one of his executors by John McDonogh, of New Orleans, and subsequently was named a commissioner by Baltimore to manage and liquidate this city's share of the eccentric *millionaire's* property. This trust Mr. Mayer fulfilled to the entire satisfaction of his fellow citizens, between the years 1855 and 1860—handing over to the Trustees of the McDonogh Educational Institution (an institution he devised, and the ordinance for which he first drew up) the proceeds of the sales of the real estate made by him and his col-

leagues. A Whig in politics, and always taking a strong interest in public affairs, Mr. Mayer was a decided adherent of the National Union cause from the very dawn of our late troubles. He believed that war might perhaps be averted by pacific measures, and wrote much and widely in favor of conciliation. But, when the die was cast, and hostilities began, he cast his lot immediately with the Unionists, and during 1861, 1862 and part of 1863, was widely known in Maryland and elsewhere as the President of the Union State Central Committee – a position he maintained until he received a commission in the United States army, in which he has continued until the present time.

On the death, in 1866, of General John Spear Smith, who had been President of the Maryland Historical Society from its foundation, Colonel Mayer was very properly elected his successor, and has contributed largely to the interests and possessions of an institution over which he so ably presides, and which mainly owes its existence and home to his public spirited labors more than a quarter of a century ago.

The name of this gentleman recals to us that of his honored father, Christian Mayer, and of his father's partner in trade, Lewis Brantz, both of whom were so intimately connected with the early commerce and navigation of Baltimore from the year 1783. About that time both of these gentlemen emigrated from Germany to America, and soon settled in this city as active merchants, continuing so until impaired in fortune by the disasters of 1815–20. Mr. Christian Mayer then assumed the duties, first, of President of the Patapsco Marine Insurance Company, and afterwards, of the Neptune Marine Insurance Company. He was, also, the well known first Consul-General of Wurtemburg to the United States Government, and was often thanked by the King and Ministry of that country for his disinterested devotion to the interests and affairs of his former compatriots who emigrated to America. As an oracle on insurance he was referred to for opinions, not only by eminent lawyers and law writers, but by the Courts themselves, into which he was constantly summoned as an *expert* in solving difficult questions of maritime *usage*. He was a thoroughly educated gentleman and merchant, having passed through a classical course of studies in his native city of Ulm, and subsequently served for several years, until attaining his majority, in the celebrated commercial house of Frei & Pestalozzi, in Zurich, Switzerland. He read every valuable book attainable from the libraries of Baltimore until within a few weeks of his death, at an advanced age, in 1843, and was highly respected

for his general knowledge, conversational powers, and urbanity by all his mercantile brethren. His acquaintance with the commerce, and commercial laws, and relations of the world was remarkable, and made him a conspicuous example of the class of highly cultivated merchants "of the old school" that adorned the early days of Baltimore after the Revolutionary war. His partner, Mr. Lewis Brantz, was a man of similar stamp and acquirements. He was specially inclined to scientific pursuits, and an able mathematician, as well as devoted to general literature in his hours of leisure. In early life he was one of the earliest explorers of what was then "the far West," taking a colony of Germans by land from Baltimore to Pittsburg in 1785, building boats there, in which he took them down the Ohio, and up the Cumberland rivers to "Nash's Station," now Nashville; and returning thence through the Indian-haunted wilderness,—in all a journey of 2,398 miles by land to Baltimore. In maturer life he sailed his ships as captain, supercargo, or consignee for over twenty years, having many an adventure during the long European wars and the days of privateering. As a person of scientific culture, he was called on by the Baltimore Marine Insurance Companies, about 1816, to make the first regular survey of the "Patapsco river, and part of the Chesapeake bay," which, on completion, he published—through Fielding Lucas—in a large map, used as authority, until the recent Government publications of the Coast Survey Bureau. Mr. Brantz was also author of a privately printed volume (now very scarce) of the first connected series of local "Meteorological Observations" in this country, and made and instituted by him at Baltimore. It is to the manuscripts left by him, touching the early history of Baltimore trade and commerce that we are mainly indebted for the materials of the thorough sketch we have been able to present and preserve in the first article of this volume of the first mercantile progress and wealth of our metropolis. He completed the Baltimore, Wilmington and Philadelphia Railroad as its President, and died in January, 1838, unmarried, and without a known relative; his name being continued only by the gentleman to whose biography this sketch was first devoted, and who thus unites the names of his father and of his father's life long friend and partner.

Mr. Mayer's writings are distinguished for clearness and directness. There is nothing involved or labored in his style, but all is easy and graceful. He is evidently a close observer and thinker, and only writes when he has mastered his subject. His descriptions of nature show the artist, and his narratives, the scholarly man of the world.





Robert McLane



Yours Truly McLane

ROBERT MILLIGAN McLANE.

Robert Milligan McLane was born at Wilmington, in the State of Delaware, on the 23d of June, 1815. He is the eldest son of the late Louis McLane of Delaware, who, after twenty years of distinguished public service, as Representative in Congress, as Senator, as Minister to Great Britain, as Secretary of the Treasury and then Secretary of State, retired from political life in 1837, and settled in Maryland, having accepted the Presidency of the Baltimore and Ohio Railroad Company. With what vigor and capacity Mr. Louis McLane administered the affairs of this Company during the long period of his presidency, forms a bright page in the history of that great work, and is still fresh in the memory of our citizens. Robert M. McLane's grandfather, Colonel Allan McLane of Delaware, was an officer of distinguished merit in the Revolution—serving first in the Delaware Line, and afterwards and to the close of the war, as the second in command in Lee's Legion. He was the friend of Washington, who honored him with an important and responsible civil office under the government formed in 1787, which he retained until his death, in 1829. On his mother's side Robert M. McLane comes of good old Maryland stock. His mother, Catherine Mary Milligan, a woman of rare accomplishment and merit—the wisest counsellor her husband ever had, and his best friend—was the eldest daughter of Robert Milligan, of Cecil county, Maryland, and Sally Jones, his wife. Robert Milligan, son of George Milligan, a respected merchant of Baltimore and planter in Cecil county, where he had married a daughter of John Baldwin, one of the early settlers of that section of the State, was educated at the University of Oxford, in England, and on his return home, after graduating, married a daughter of John Jones, of Delaware, and established his home on the fine family estate on the Bohemia river, in Cecil county, once the residence of his maternal grandfather. The early death of his wife, in 1796, leaving him with four children of very tender years, obliged Mr. Milligan to abandon, for a time, his beautiful estate and establish a home in Wilmington, Delaware,

where his orphan children could receive proper care and education under the guardianship of an aunt. Mrs. Louis McLane's affection for the home of her fathers, on the banks of the Bohemia river, doubtless had much to do in determining her husband's choice of residence, when, as already stated, he retired from political life, in 1837, and made his home in Maryland. Taking up his residence on this same Bohemia estate, which under his intelligent and generous management, became the pride of the county and one of the finest farming estates on the eastern shore. Robert M. McLane was placed, at an early age, in the school of Mr. John Bulloch, a worthy member of the Society of Friends, and a noted instructor of youth, at Wilmington, and from thence sent, in 1827, to St. Mary's College in the city of Baltimore. It being his father's wish that he should be educated for the bar. He accompanied his father to England in 1829, and was placed under an instructor in Paris, and attended the classes at the College Bourbon. Here he was received with great interest by General La Fayette, who cherished an affectionate remembrance of his grandfather. He returned to the United States in 1831, and manifesting a preference for a military life, was appointed a cadet at West Point, by General Andrew Jackson, and graduated in July, 1837, when he was commissioned a Second Lieutenant in the First Artillery. Joining his regiment in Florida in the summer of 1837, Lieutenant McLane found himself in command of his company. He was ordered at once to the Everglades, in advance of General Jessup's expedition. His service throughout this expedition, marked as it was by constant fighting, merited and received the commendation of his brother officers of all grades. In the spring of 1838 Lieutenant McLane was ordered with his company to join General Scott in the Cherokee country, Georgia. It was on the expedition to the Everglades that he first met General Joseph E. Johnston and formed a friendship, which time and a close family connection have thoroughly cemented. At that early day the same soldierly qualities, which have since placed Johnston in the very front rank of great commanders, were recognized by all who knew him. Later in this same year, 1838, Lieutenant McLane was transferred to the newly organized corps of Topographical Engineers, and ordered to report to General Taylor, then operating in Florida. He remained on duty with General Taylor until the fall of 1839, when he joined Captain Canfield, then engaged on a military survey of the northern lakes. In January, 1841, Lieutenant McLane and Captain Canfield went, by order of the Secretary of War, to Europe, for the purpose of

examining the system of dykes and drainage in Holland and Italy. While in Paris, August 2d, 1841, Lieutenant McLane married Georgine, daughter of David Urquhart, an honorable and distinguished merchant of Louisiana. On his return to the United States, Lieutenant McLane proceeded to New Orleans, with Captain George W. Hughes, Topographical Engineer, for a military survey of the approaches to that city. In this and a similar service at the Delaware Breakwater, and at Sandy Hook, Lieutenant McLane was engaged during the years 1842 and 1843. His winters were passed in Washington city, working out the field notes made during the summer months, and he availed of the opportunity thus afforded him, to prepare for the real work of life which he had now determined on. Under the direction of that eminent lawyer, General Walter Jones, Lieutenant McLane had pursued a course of legal study and been admitted to the bar in the District of Columbia, shortly before sailing for Europe, in 1841. He continued these studies during the winter of 1842 and 1843, and resigning his commission in the United States Army, in October, 1843, took up his residence in the city of Baltimore, and commenced the practice of the law.

Reared, as he had been, in the society of public men, an eager listener to the political discussions of an exciting and stormy period of our political history, it is not surprising that he at once took part in the political affairs of this State and of the country. In the exciting presidential campaign of 1844, which resulted in the election of James K. Polk, Mr. McLane actively participated in the efforts of the Democratic party to carry Maryland. He was at once recognized as an able public speaker, and as possessing talents of a high order. The following year, 1845, he was elected to the House of Delegates. The finances of the State, at this time, were sadly embarrassed, owing to the very liberal aid extended by the State to works of internal improvement, and the failure of these works to reimburse the State. The credit of the State could only be preserved by a prompt resort to direct taxation. Men of influence were to be found in different parts of the State bitterly opposed to the imposition of these necessary taxes; and, as many of them belonged to the Democratic party, the Whigs charged the Democratic party with advocating State repudiation. Upon the reading of Governor Pratt's message, recommending a faithful fulfilment of all the obligations of the State, and the imposition of whatever taxes might be necessary, Mr. McLane promptly declared himself ready to support this recommendation of the Governor, and he con-

tributed, in no small degree, to the passage of the laws by means of which the faith and credit of Maryland were maintained. Another question of scarcely less interest to the people of the State than that just referred to, and which claimed the attention of the Legislature of 1845, was that of constitutional reform. The then Constitution of the State provided a mode for its own alteration or amendment. This was by the action of two successive Legislatures. There was no reservation to the people of the State of the right to alter the Constitution by a sovereign convention; and thereupon it was contended that this right did not exist,—the argument being that the people had, by their own solemn act, limited their power in the premises, and could only alter the Constitution in the mode and manner pointed out in that instrument. With this view Mr. McLane took issue at an early day of the session, and in a speech, which attracted much notice at the time, advocated, ably, the doctrine, which, six years later, was approved by a large majority of the people,—the doctrine on which the new Constitution of 1851 rested, viz. That the right of the people to assemble in sovereign convention, and to alter their Constitution as they might see fit, is, in its very nature, a right which cannot be surrendered, and that any restriction upon this right would be inconsistent with the fundamental principles of our republican form of government, and of no value. In the fall of 1847 Mr. McLane was elected to Congress from the Fourth Congressional District of Maryland. The Whigs, profiting by their experience of 1845, when they had two candidates in the field, this year united in the support of a single candidate, John P. Kennedy, a man of high reputation, and very popular with his party. The main issue turned on the Mexican war policy of the administration. This Mr. McLane sustained and warmly defended against the vigorous assaults of his opponent. The result was a popular majority of nearly five hundred votes in a district which the Whigs thought their own. In Congress Mr. McLane was soon recognized as a prompt and forcible debater, and had there to fight over again the Mexican war policy, including the annexation of Texas, against such men as Thompson, of Indiana, Stephens of Georgia and Schenck of Ohio. As a member of the committee on commerce, he rendered efficient service to the commercial interest of Baltimore; and at the close of his second Congressional term, in 1851, during which he had been chairman of the Committee on Commerce, the Board of Trade of Baltimore city passed resolutions thanking him for his efforts in this direction. In the fall of 1849 Mr. McLane was re-elected to

Congress by a largely increased majority. At the expiration of this second term, in 1851, Mr. McLane, having accepted a retainer as of counsel in one of the suits pending for the possession of the New Alameda silver mine, proceeded to California, where he remained actively engaged with professional business, until the summer of 1852. In the fall of this year he was elected on the Democratic ticket as a presidential elector. In the fall of 1853 Mr. McLane was appointed, by President Pierce, Commissioner to China, with the power of a minister plenipotentiary, and at the same time accredited to Japan, Siam, Corea and Cochin-China. A naval force, commanded by Captain Franklin Buchanan, being placed by the President subject to his control, Mr. McLane at once set out on this important mission, and arrived at Hong Kong in April, 1854.

The special interest which attached to the China Mission had relation to the extraordinary movement that was in progress for the overthrow of the existing *Tartar Dynasty* in that Empire, and to the negotiation that was about to be opened by the British Plenipotentiary for the renewal of the commercial treaty which had been executed ten years before, at the conclusion of the first war between Great Britain and China. Mr. McLane had confided to him the delicate task of opening communication with the chief of the revolutionary movement, who was then in possession of the ancient capital of the Empire, while at the same time, he was required to maintain diplomatic relations with the Imperial government proper; and co-operate with the British Minister in his effort to secure the renewal of the commercial treaty already referred to, since by the treaty between China and the United States all privileges conceded to Great Britain or any other power were secured to the United States. Mr. McLane visited Nankin in the summer of 1854, on board the United States steamship Susquehanna, commanded by Captain Franklin Buchanan, with the full knowledge of the Imperial authorities, though without their sanction; and notwithstanding the existing state of war in the Empire and the presence of hostile fleets and armies in the *Yang-tse-kiang* region, Captain Buchanan's experience and professional skill rendered possible the execution of this part of the mission, reconciling the military authorities of both parties to the presence of a friendly and neutral power, and the passage up the river to the city of Nankin of an American ship of war with the Minister of that country on board. Our space does not permit an account of that interesting expedition, which was accompanied by several of the most learned and enlightened missionaries in

China, and which resulted in the exposure of the hideous and revolting nature of the revolutionary movement, founded upon the theory that its chief *Taeping Wang*, was the younger brother of Christ, and his principal Minister of State, the Holy Ghost; the two, being commissioned by God to exterminate and kill all who would not accept their dominion, gathering together the believers, to await the second coming of Christ, the Bible as delivered to the Christian converts in China by Christian missionaries being the fundamental law and rule of government of the New Empire; prior to this it had been supposed by many that the regeneration of China was at hand, and that European nations were destined to establish new commercial and political relations with this regenerated people. Mr. McLane's mission exposed not only the monstrous nature of the religious imposition that was being practiced by *Taeping Wang* and his followers, but it also established that the commercial and political relations then existing with the Imperial government, would not be maintained by the Revolutionary Government at Nankin.

Sir John Bowring and Mr. Bourbelou, the British and French plenipotentiaries, dispatched ships of war belonging to their respective countries to Nankin, (but they did not go there in person,) and confirming fully the results of Mr. McLane's mission, the three united in a resolution to ignore the existence of the *Taeping Wang* movement and maintain their relations with the Imperial Government at Pekin, co-operating in efforts to extend and enlarge the same, and especially to co-operate in the effort to secure the renewal of the British treaty. Mr. McLane accompanied Sir John Bowring to the mouth of the Pei ho, with a combined fleet of British and American war vessels, where they were met by Imperial Commissioners. The result of this expedition to the mouth of the Pei ho was to make clear the absolute unwillingness of the Imperial Government to extend or enlarge commercial intercourse with Western nations. The United States Government declined to co-operate further with the governments of Great Britain and France in their efforts to exact and enforce an extension and enlargement of the existing relations between their respective countries and the Empire of China. This determination of the Government of the United States was definitely taken in the spring of 1855, when the Governments of Great Britain and France determined to organize a diplomatic movement, supported by an imposing naval force, which resulted in war and in new commercial treaties. Mr. McLane had suffered in health during the summer of 1854; and as the active

co-operation of the United States with the governments of Great Britain and France was to be suspended, he did not consider the public interest required him to remain in China, and he accordingly requested his recall at the convenience of the Government. In the course of the summer, Dr. Parker, the Secretary of Legation in China, was appointed his successor, and Mr. McLane returned to Baltimore.

In the Democratic National Convention which assembled in Cincinnati in 1856, Mr. McLane represented his Congressional district. At the commencement of 1859 Mr. McLane was appointed by President Buchanan Envoy Extraordinary and Minister Plenipotentiary to the Republic of Mexico.

When Mr. McLane was appointed to this mission, diplomatic intercourse between the two governments was suspended, Mr. Forsyth, his predecessor, having been instructed in June, 1858, to demand his passports and proceed to Vera Cruz, where an armed steamer was in readiness to convey him to the United States. Meanwhile, civil war raged throughout the country, and the lives and property of American citizens residing there were exposed to constant danger, outrages being committed which the Government was powerless to prevent. Mexico was falling into anarchy and indications were not wanting that European powers contemplated some interference in its affairs. General Miramon maintained possession of the capital and some of the principal cities of the interior, but President Juarez, as the legal representative of the constitutional government, was at Vera Cruz and was recognized as such at the principal seaports and by all the northern States of Mexico. Under these circumstances Mr. McLane was invested with "discretionary authority to recognize the government of President Juarez, if, on his arrival in Mexico, he should find it entitled to such recognition according to the established practice of the United States." Mr. McLane proceeded to Mexico, and on the 7th April, 1859, recognized the constitutional government and presented his credentials to President Juarez, who still remains at the head of the government, having been twice elected President since the recognition of the constitutional government by Mr. McLane. The military government established in the interior, under the auspices of Generals Zuloaga and Miramon, continued to manifest great hostility to the United States, but Congress would not authorize the President to employ force for the protection of our countrymen in Mexico, and since the withdrawal of Mr. Forsyth, in June, 1858, General Miramon was not recognized

at all by the Government of the United States. In this state of the case, Mr. McLane inaugurated an entirely new policy, which after considerable correspondence, received the sanction of President Buchanan, and was embodied in a *commercial treaty* and accompanying *convention*, which were sent to the Senate for consideration and ratification. This treaty, which was signed by Mr. McLane, in December, 1860, secured to citizens of the United States the right of transit across the Isthmus of Tehuantepec, and from the Gulf of California into Arizona, with goods and merchandise, with the privilege of establishing warehouses at all the termini for the storage of goods for sale in Mexico, or shipment to other countries. To this great commercial feature was added an extensive list of the products of either country, (both raw and manufactured,) in which a reciprocity of trade was conceded, with other details having in view the extension of American intercourse with Mexico. The accompanying *convention* authorized the employment of the American army and navy in Mexico, to enforce these treaty stipulations and to protect the lives and property of American citizens. Full provision, too, was made for the payment of all reasonable claims against the Mexican government. The accompanying *convention*, which gave vitality to the treaty and secured Mexico against anarchy at home and threatened intervention from Europe, was negotiated by Mr. McLane on his own responsibility. It was successfully and warmly supported by him in his correspondence with the Secretary of State, and in his personal intercourse with the Senate Committee of Foreign Affairs—the former, giving it the sanction of the President by transmission to the Senate, and the latter, by a favorable report, recommending its ratification. Unhappily, the state of our own country was not favorable to such enterprising diplomacy, and before the Senate had acted definitely upon the case, Abraham Lincoln was elected President of the United States, and the State of South Carolina passed an act for the call of a convention with a view to secede from the Union. Mr. McLane being satisfied that no further attention would be given to any treaty between the United States and Mexico, resigned his mission and returned to his family in Baltimore, in the latter part of December, 1860.

This community, in common with all other parts of the country, was then much agitated and disturbed, and Mr. McLane took part in the public discussions and represented the city of Baltimore in one or more State Conventions that assembled in the early months of 1861. He adhered with firmness to the opinions and principles

he had always advocated, recognizing the right of the Federal Government to execute laws passed in pursuance of the Constitution, upon individuals anywhere and everywhere within the limits of the United States, but he denied its right to *coerce* a State into submission, insisting that the policy of *coercion* was the policy of *disunion and war between the States and Federal Government*, to avoid which, the Constitution was framed to act upon individuals, whereas the Government of the old confederation could only act upon States. When the Legislature met in May, 1861, Mr. McLane was appointed one of a Commission to proceed to Washington to confer with the President of the United States in reference to what was considered by that body the unconstitutional proceedings of the Federal authorities within the State of Maryland. Upon the report of this Commission, the Legislature formally resolved that it was not expedient for the State to secede, but it protested against the prosecution of the war between the States, and refused to participate in any way therein. The great events of the war, succeeded each other with such rapidity, and upon such a gigantic scale, that individual and legislative declarations were alike disregarded. Mr. McLane did not participate any further in public affairs after the passage of these resolutions.

In the winter of 1863, he was engaged as of counsel for the Western Pacific Railroad, in San Francisco and New York, and in the years 1864 and 1865 visited Europe several times in the performance of the duties that attached to that engagement.

We have thus followed Mr. McLane from an active and honorable military service, through a useful and distinguished congressional and diplomatic career, at every step of which we find him respected and esteemed, as well for his elevated tone and purity of life and character, as for his talents and statesmanlike ability—a faithful attention to all the duties of the many important offices he has held, always distinguished him; and to-day, in the prime of his life, and the full maturity of his intellectual powers, he enjoys, in a marked degree, the regard and confidence of his fellow citizens.





L. Meredith



A. Benedetti

JONATHAN MEREDITH.

Mr. Jonathan Meredith, may be justly considered the Nestor of the Baltimore bar. He was born in the city of Philadelphia, in the year 1784, being consequently now in the eighty-seventh year of his age. He is a contemporary in fact of the republic, having sat in boyhood in church behind General Washington, when Philadelphia was the seat of government, and the Father of his Country filled the Presidential Chair; and having enjoyed a personal acquaintance with every President, from Washington to Grant. Although Mr. Meredith retired some years since from active professional life, after sixty years spent in the contests of the forum, he retains unabated interest, to use his own words, "in those whom he has left still striving to uphold the dignity and honor of a profession, 'in its nature the noblest and most beneficent to mankind.'" One of the last occasions on which Mr. Meredith appeared in public, was that on which he delivered a discourse embodying his personal reminiscences of the bar, and sketches of the private and professional characters of the great lawyers of the first decade of the present century, of whom he is the sole survivor upon the rolls. Called to the bar in Baltimore in the year 1805, Mr. Meredith lived in habits of daily social and professional intercourse with Luther Martin, William Pinkney, Robert Goodloe Harper, Roger B. Taney, and other distinguished leaders of the profession who have long since passed away. In 1817, at the bar of the Supreme Court of the United States, he met for the first time William Wirt, then in the zenith of his fame, and formed with that great man the beginning of a friendship, which soon ripened into intimacy, and led to the formation of a close professional connection and to Mr. Meredith's own rapid advancement in practice. He became Mr. Wirt's preferred associate in many important causes, and in 1831, assisted him as junior counsel in the trial of the impeachment of Judge Peck before the Senate of the United States. The ability he displayed in this cause gave to Mr. Meredith a reputation throughout the country, and the number of weighty cases in which he held briefs

in the Supreme Court, in the Court of Appeals of Maryland, and in both the State and Federal Courts in Baltimore city, attest the high position which he occupied at the bar. He had the reputation of being a sound commercial lawyer, and was the retained counsel of many of the old insurance companies, and also, of the Branch of the Bank of the United States, established in the city of Baltimore, until the charter of that institution expired, and also, for many years and up to the period of his final retirement from the bar, was counsel of the Bank of Baltimore.

Mr. Meredith belonged to that old school of lawyers and fine gentlemen which has almost passed away. It was less business-like, rapid and practical than are the lawyers of to-day, but it occupied a higher social position and was distinguished by greater culture, as compared with the great body of the community, and more of personal dignity, than the present school of practitioners appear to cultivate or even care to affect. If not exactly the day of small-clothes, of knee-buckles, and of powdered wigs, it was still a day in which the traditions of the Temple and the Inns of Court were yet fresh in the memory of American lawyers, and when the celebrated William Pinkney, in the Supreme Court of the United States, copied the very peculiarities of pronunciation and of manner he had observed in Erskine and other great lights of Westminster Hall. It must be remembered, however, that the deliberate manner in which trials were conducted in those days, and the comparative dearth of reports and treatises, gave to the lawyers of a former generation far greater scope for pure reasoning, for original discussion and for forensic display, than their successors now enjoy. Hence it is that the lawyers of those days frequently achieved a distinction as advocates and orators which very few, even among those who occupy the front rank of the profession, can now hope to rival—none, perhaps, to eclipse.

Mr. Meredith's forensic efforts were characterized by a deep and varied knowledge of the law; by remarkable elegance as a reader, and by a chaste and finished style of oratory. In private life he has been distinguished for geniality of disposition; for general cultivation; for dignity of manners and for eminent social qualities, which made him an attractive companion alike to old and young. He carries with him in his retirement the respect and esteem, both of his professional brethren and of the entire community.





Daniel Miller



Daniel Miller

DANIEL MILLER.

One of the most important interests of the city of Baltimore is the dry goods trade, and to this branch of commerce, not a few of the enterprising and industrious men who have contributed to the building up of Baltimore's prosperity, have lent their energies. Prominent among the leading houses in this line is that of Daniel Miller & Co.

Daniel Miller was born in Loudoun county, Virginia, July 7th, 1812. His grandfather, a man of education, emigrated from Germany, prior to the revolution, and settled in Loudoun county, where he was for a long time highly respected and appreciated as a teacher of youth. His father, with other patriotic Virginians, came to assist in the defence of Baltimore, in 1814. Daniel remained with his parents, on their farm, until he was about fourteen years of age; when his father having become embarrassed by reason of endorsing for a friend who went down in the commercial revulsion succeeding the war, he, boy as he was, determined to leave home and seek his own fortune. So, one bright morning, he started off, walking cheerily with his bundle containing all his earthly possessions, on his shoulder, and bound for Harper's Ferry. Upon his arrival at that place he engaged as clerk in a country store, at a nominal salary. Harper's Ferry was then the centre of a very large trade, and the rendezvous of all the gay young men of the surrounding country. Alcoholic stimulants were the universal beverage, and temperance societies were unknown. But the young clerk, under the influence of a pious mother, had resolved never to touch liquor nor tobacco in any shape, and although the temptation was ever before him, he scrupulously adhered to the resolution he had formed, and which to his dying day was unbroken. Never neglecting his duty to his employers, he devoted all his spare time to the acquisition of useful knowledge, and produced such a favorable impression of his business capacity and integrity, that before he was of age, he was offered an interest in a mercantile establishment at Lovettsville. He accepted the offer, and in a short time bought out his partners,

and conducted the business successfully on his own account. It was here that he met his future wife, Miss Klein, with whom he was united at the age of twenty-four.

In a very few years he became the leading merchant of that section of Virginia, and in 1842, at the urgent solicitation of his friends, he consented to become a candidate for the Legislature, on the Whig ticket. He canvassed the district with his opponents, discussing with them the questions at issue, but refusing to resort to any of the usual appliances of candidates, while they spent money lavishly. He was elected by a large majority, the result thus vindicating his manly independence. In the Legislature, though a quiet member, he was a most useful one, and through his influence more than one measure of substantial importance to his constituents was enacted.

In 1846, seeking a wider field of business activity he removed to Baltimore and embarked in the dry goods trade. In conjunction with the late Mr. Jno. Dallam, he opened a small jobbing store at 304 Baltimore street. They remained in that location until 1855, when Mr. Dallam was killed in the fearful collision on the Camden and Amboy Railroad. Mr. Miller then removed to 324 Baltimore street, and in 1858 to 329, where the firm of Daniel Miller & Co. still remains.

With ceaseless energy he gave his entire time and attention to his business, which, beginning in 1847 with annual sales of $80,000, had increased at the time of his death to one-and-a-quarter million of dollars.

In 1861, he was just beginning to reap the fruits of his hard labor, when the war broke out, and all that had been accumulated by the patient toil of years, was swept away, as it were, in a single day.

Those were the times that tried men's souls. Mercantile credit was not worth a rope of sand. The strongest houses went down before the deadly blast of ruin that swept over the country, and many of the leading merchants, in utter despair, made no attempt to save themselves or their creditors, and drifted into hopeless bankruptcy. It was then that the character of Daniel Miller shone forth. Men cast in his mould were few and far between. The bulk of his assets lay in the seceded States, practically as far from his reach as if in the wilds of Africa. Declining all suggestions of compromise he set his face against the storm, and notified his creditors that with the blessing of Providence, every dollar of his indebtedness should be paid. He dissolved his partnership, and thence-

forth he addressed himself to the one aim of his life, which was to see the day when his entire liabilities should be honorably discharged; and he exacted of his children a solemn obligation that in the event of his death, they would consider themselves morally and religiously bound to fulfil his work. Dispensing with all the luxuries to which he had been accustomed, he worked hard and faithfully with unfaltering trust to accomplish his purpose. As the notes of his late firm matured, he paid such part as he was able and renewed the balance, and in much less than five years, he paid up $496,000, principal and interest, cancelling every obligation held against him! He described it as the happiest day of his life, when he issued a circular to his creditors announcing his full resumption.

During the late conflict, Mr. Miller was ever foremost in assisting to relieve the wants of the prisoners confined at various times in this city, and to mitigate the severities of the unhappy contest. No one welcomed the dawn of peace with more delight than he, and no one was quicker to devise ways and means for the restoration of some portion at least of its former prosperity to that section of the country, which had suffered so much from the devastating effects of war. The valley of Virginia, which had been fought over almost inch by inch, had been made classic ground indeed, but historic glory could not avail to feed nor shelter the starving, houseless people, who called it home. Mr. Miller was one of the most efficient promoters of the plan originated in Baltimore to make advances of money to the farmers of the valley to restock and seed their farms. As treasurer of the Agricultural Aid Society he collected some $70,000, which was thus distributed. Recognizing the prime necessity of currency and banking capital, it was mainly through his instrumentality that banks were established at Winchester, Harrisonburg, Staunton and Charlottesville. On his books there yet stood unpaid almost half a million of dollars, most of it due by the people of Virginia, but forgiving them the debt, he gave new credits to as many of his former customers as prudence and justice to himself would permit, thus enabling them to make a new start in life.

At this period he gave his sons an interest in his business, and afterwards principally employed himself in directing the operations of the house, and in impressing upon them that the only honorable road to wealth was by industry and honesty. He assisted to organize and was the first President of the National Exchange Bank, a Director in the Eutaw Savings Bank, and a member of the Board of Trade.

Mr. Miller was in active business up to the day of his death. On Saturday the 23d day of July, 1870, although not entirely recovered from the fatigues of a recent business trip to Virginia, he expressed himself as having never felt better in his life. On Sunday he rose in his usual good health. On returning from church he complained of being unwell, and sent for his physician, who, however, anticipated nothing serious. He retired at his usual hour, without any apprehensions, but suddenly, at midnight, he sat up in bed, turned over and expired without a groan. His funeral obsequies, which were largely attended, took place on the Wednesday following. The services were conducted by the Rev. Drs. Smith and Hamner, both of whom spoke most truly and feelingly of the great loss which the community had sustained in the death of such a man.

By his prudence, energy and integrity, extending through a period of a quarter of a century, Daniel Miller succeeded in establishing one of the largest, as well as most reliable and widely-known dry goods houses in Baltimore; and dying in the height of his prosperity, he left the business and his priceless reputation in the hands of his sons, a double legacy of which they may well be proud. As a citizen, he was true; as a man, full of tender sympathies; a friend whose counsel could always be relied upon. Of decided views upon all subjects, yet never obtruding them unasked. He was an elder in the Presbyterian Church, and teacher and superintendent for years in the Sabbath school. Of unbounded liberality, he contributed mainly to the building of the first Constitutional Presbyterian Church. In his habits, he was thoroughly domestic. A loving husband and an indulgent father, his home was an abode of cheerfulness to his children, and a place where friends met a kindness not to be forgotten. In his business he was very decided, but at the same time affable and agreeable. He labored assiduously to have his business a model for others, and well did he succeed in his work. The large force under his employ were upon all proper occasions reminded that honesty and fair dealing were the only true stepping stones to success, and only on such a basis did he ever desire them to forward the interests of his business. In conclusion, it may be sincerely said, that in every sphere of life he gave living evidence of his high moral and Christian character.





G. W. Miltenberger



G. W. Miltenberger

GEORGE W. MILTENBERGER.

THE present work would be very imperfect, if it failed to include within its scope, the record of the lives of some of those distinguished men who have risen to professional eminence in Baltimore city, as well as of those who by their successful efforts in the purely business walks of life, have attained to the possession of wealth, or contributed to the material prosperity of the city. Baltimore can furnish the names of many such men, who have achieved distinction as lawyers, physicians, scholars or divines, who were either natives of this city, or having resided here from their earliest manhood, have made it the scene of their struggles, their labors and their triumphs. Among men of this class, whose names and reputation are peculiarly the possession of Baltimore, is the subject of the present sketch.

Professor GEORGE W. MILTENBERGER, M. D., was born in the city of Baltimore, March 17th, 1819. On both sides he is descended from old and highly respectable families, who have made Baltimore their home, and been identified with its history, ever since the last century. On the mother's side he is descended from the Warners, while his father, the late General Anthony F. W. Miltenberger, who died in October, 1869, at the venerable age of eighty years, was, from his youth, a prominent and active citizen. General Miltenberger held a commission in the war of 1812, and continued to occupy, during his long and useful life, various positions of public trust and honor, until the infirmities of advancing age, compelled him to relinquish all such employments. He was a man of great sagacity, quick perceptions, sound judgment, generous impulses and remarkable force and determination of character. Strictly honorable in all the relations of life, and of unblemished integrity, he commanded the general respect and confidence of the community, and always wielded extensive personal influence. The mother of our Professor still survives, in her seventy-ninth year, a model of womanly and Christian graces, which have been constantly displayed through her entire life.

Professor Miltenberger received his primary education in the Boisseau Academy, a famous school in those days in Baltimore city, at that time under the charge of Dr. Stephen Roszel & Brother. Here he was distinguished for his studious and industrious habits, and for several years in succession, carried off the highest prizes of the school. He afterwards went to the University of Virginia, where he remained during the session of 1835–36, and in the fall of the latter year, commenced his medical studies in Baltimore, which he continued to prosecute until the spring of 1840, purposely delaying graduation for one year, that he might enjoy the clinical advantages attached to the position of resident student in the Baltimore Infirmary, a position only open to under-graduates. As senior student, he performed, during this year, all the duties in the Infirmary which now devolve upon the house physician. In March, 1840, he graduated; and during his absence in the following summer, without previous solicitation on his part, he was elected by the Faculty of the University of Maryland, Demonstrator of Anatomy, which place he continued to fill until 1852. He at once devoted himself with ardor and assiduity to the duties of his new position, seldom spending less than three hours a day with the class in the anatomical room, in personal instruction. His class, consequently, became a very large one, although, at his express desire, his ticket was not made obligatory upon the students, except for the single session required by the statutes. Such was his popularity, however, as an instructor, that second and third year students were always to be found in attendance upon his course. What contributed to render his demonstrations more attractive and useful, was the habit which Dr. Miltenberger early adopted of inducing the class to refer to him upon such occasions, for explanations and information in regard to any doubts or difficulties which they had encountered in the course of their reading. When his private practice had increased to that degree that he could no longer devote himself to instruction in the day-time, he continued to give the same number of hours to his duties at the anatomical rooms at night. During these years, he always had in addition, a large private class of office-students, to whom he devoted from two to three hours, thrice a week, not unfrequently prolonging his instructions, which were given partly in a didactic, and partly in a conversational manner, until long after midnight. In this portion of his career as a teacher, Dr. Miltenberger seems to have taken great satisfaction, especially enjoying the close personal relations with his class, and the consequent fulness and thoroughness of the

means and opportunities of teaching thus afforded. He kept up his private classes until 1858, when the increasing demands of his practice compelled him to discontinue them.

A short time after his appointment as Demonstrator of Anatomy, Dr. Miltenberger, by permission of the Faculty, commenced a course of lectures on surgical anatomy, which he continued until 1847. He had previously, during the first session after his appointment, upon the occasion of the death of his esteemed friend and preceptor, Dr. William Baker, who was then Professor of Anatomy, at the request of the Faculty, delivered the lecture required to complete the unfinished anatomical course of the term. In 1847, the Faculty of the University, placed under Dr. Miltenberger's charge the surgical wards of the Infirmary, attendance upon which had been hitherto exclusively restricted to their own body. In 1847, a new lectureship on Pathological Anatomy being established, Dr. Miltenberger was elected to its duties, still retaining, at the same time, his position as Demonstrator. Partly for the purpose of this lectureship, in 1849–50 he became one of the attending physicians at the Baltimore City and County Almshouse. Thus, at one time, he had partial charge of two large hospitals, performed the duties of Demonstrator at the University, lectured on Pathological Anatomy, attended to his class of office-students, besides meeting the onerous and exacting demands of a large and increasing practice. Up to this time he had devoted himself chiefly to surgery, but he now began to turn his attention to general practice, but more particularly to Obstetrics.

In 1852, when the late lamented Professor Chew was transferred to the chair of Theory and Practice of Medicine, in the University of Maryland, Dr. Miltenberger was elected to succeed him in the vacant chair of Materia Medica, Therapeutics and Pathology. This department he continued to occupy until 1858, when he was elected Professor of Obstetrics, which chair, after the lapse of twelve years, he still retains. In 1855, the further honor was conferred upon him, of being chosen Dean of the Medical Faculty, and soon after, Treasurer of the Faculty and of the Infirmary. These offices he held until within a few years, when his constantly increasing private practice, rendered it necessary that he should decline a re-election to either position. With the exception of the duties of his chair, he has been compelled to devote himself exclusively to his practice, which, in the course of thirty years, has grown to such extent as to demand every moment of his time allowed by the absolute physical requirements of nature. There is no man who

is so entirely and thoroughly absorbed by the duties of his profession, or who is compelled more absolutely to sacrifice to it all the ordinary comforts and pleasures of life, than a successful physician. Day and night he must be at the call of others—compelled to do with little sleep, and liable to have that little interrupted—irregular at meals, fortunate if he can enjoy a single undisturbed meal in the day, or command four or five hours of sleep in the twenty-four—living in his carriage and in the sick-rooms of his patients—such must be the life of such a man, and such is the life which Dr. Miltenberger leads. That the toils and privations, for such they may be properly denominated, of such an existence have not told injuriously upon his health and constitution, must be attributed not only to the natural strength of the latter, but to his own simple and abstemious habits. At the age of fifty-two, the Doctor is still in his prime, and for seven years past, has not, from any cause, lost a single day from business, or taken any time for relaxation or amusement.

As a physician, it need hardly be said, that Dr. Miltenberger is held in the very highest estimation. The record of his life is filled with the evidences of the regard in which he is held by his professional brethren. The thousands of students who have profited by his instructions, his counsels and his example, during the thirty years of his connection with the University of Maryland, will ever remember him with sentiments of gratitude and affection. He has devoted his life to his profession, and he has been deservedly crowned with its choicest rewards. To attain the success which he has reached, he has never resorted to extraneous means or influences, or any of the arts by which popularity is sometimes purchased at the expense of science and of truth. He has risen simply by the same means which would have enabled any other person to have risen to his place, and without which, no man, in any of the professions, but especially in that of medicine, can hope to achieve permanent distinction. There, are heights to which even genius cannot soar; which can only be reached by patient, arduous, unremitting toil, unfaltering courage, and inflexible determination to succeed.

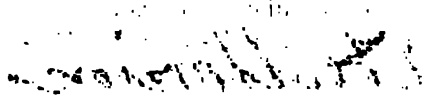
In his lectures, which are delivered without notes, and are entirely extemporaneous, Dr. Miltenberger aims to be clear, precise and practical, and rather to adapt his instructions to the needs and comprehension of his hearers, to make any personal or oratorical display.

Dr. Miltenberger married, May 1st, 1850, Miss S. E. Williams, daughter of N. Williams, formerly of Mobile, now of this city.





N. H. Morison





N. H. Morison

NATHANIEL HOLMES MORISON.

No view of the leading men of any community, however succinct such view may be, can make any pretension to completeness without including some notices of a class of men, who, while not standing so conspicuously in the public eye as the statesmen, the soldiers, the orators, or the leaders of commerce and industry, yet discharge a part which in importance is second to none, and in its beneficent results has perhaps the widest extension of all. We refer to the teachers of youth.

The influence of the others we have mentioned, is obvious and immediate; that of the educator is hidden from view, yet operative for long years. When we see and admire distinguished talents or a noble character, how rarely do we ever think of the teacher whose wise care fostered the one and formed the other? How rarely, in admiring the golden harvest, do we remember the patient labor that prepared the soil and sowed the seed? Yet if the men of any generation or community, have been distinguished above others for gifts or virtues, the philosophical historian seeking into the cause of this eminence, should make the first subject of his inquiry, who and what were their teachers?

It is a member of this useful class, a man whose life has been devoted to the cause of education, that is the subject of the following sketch.

Nathaniel Holmes Morison, was born in Peterborough, New Hampshire, December 14th, 1815. His ancestors, of Scotch-Irish Presbyterian stock, came to this country in 1718, and settled at Londonderry, in the same State. His great-grandfather, Thomas Morison, was one of the pioneer settlers of Peterborough.

When but three years old, his father died of yellow fever in Natchez, where he had gone for the purpose of carrying out a contract he had taken for introducing water into the city. By this calamity Mrs. Morison was left a widow, with a very small estate and a family of seven children, the eldest but fourteen, and the youngest twins of a year old, dependent upon her industry and

care. She was not only able to provide for their physical wants, but found means also to give them a superior education, which proved to have been well bestowed. The eldest son, John Hopkins Morison, was graduated at Harvard in 1831, the third scholar in his class; studied theology, and is now a Doctor of Divinity. He has written several works, and is a well-known name among men of letters. The second son, Horace, was for many years President of Baltimore College, and spent most of his life in Baltimore as a teacher. James, the youngest son, was graduated at Harvard, took his medical degree, at the University of Maryland, removed to San Francisco in 1849, where he became Professor of the Theory and Practice of Medicine, in the University of the Pacific.

Mr. Morison's early life, was chiefly spent on a farm in Peterborough. He prepared himself for a collegiate course at Philip Exeter Academy, Exeter, New Hampshire, then under the charge of the well known Dr. Abbott. From this institution, he went to Harvard College, where he took his degree in 1839, the third scholar in his class. He early developed a taste for poetical composition, and had some reputation among his classmates, both at school and at college, for his productions in verse; being frequently selected to provide the various odes, songs and poetical addresses, customary on various celebrations of the societies to which he belonged.

After receiving his degree, he came to Baltimore, as chief assistant to Francis H. Davidge, who had just established a boarding and day school for girls, at the corner of St. Paul street and Bank lane. He remained nearly two years with Mr. Davidge, after which, in 1841, he opened a girls' day school of his own. At the same time, as he had no intention of making school keeping the business of his life, he commenced the study of theology under the guidance of Dr. Burnap, and continued to pursue this study for three years. But his success in teaching far surpassing his expectations, and it always having been a pleasant occupation to him, he determined to devote himself to the profession of teacher. His school, which had been small at first, increased, until in 1847, it numbered over a hundred pupils, which at that time was an extraordinary attendance; and for twenty years the average number of pupils was more than a hundred and ten, being the largest school, for so long a period, ever kept in Baltimore.

In 1842, Mr. Morison married Sidney Buchanan Brown, the daughter of George J. Brown, and granddaughter of Dr. Patrick Allison, the first minister of the First Presbyterian Church of

Baltimore, and also the granddaughter of Dr. George Brown. This lady was also of Scotch-Irish lineage, whose ancestors had settled at Carlisle, in Pennsylvania.

In 1845, Dr. Cleveland, who had kept a prosperous girls' school in the city for twenty-five years, retired from the profession, and disposed of his furniture, apparatus, and the lease of the house he had built for his school on Lexington street to Mr. Morison, who occupied it till 1855, then removing to a more commodious building which he had erected on Cathedral street.

Experience in teaching soon showed him the deficiencies then existing in school books; and some of these desiderata he endeavored to supply for his own pupils. He prepared a little hand-book called *Three Thousand Questions in Geography, adapted to Mitchell's Atlas*, the chief use of which, was to indicate the correct pronunciation of geographical names. No school geography had at that time been published, in which the pronunciation of these names was given; and in most of the schools the teachers were as ignorant as the pupils, so that the most erroneous pronunciation was generally prevalent. This book was for several years used by Mr. Morison's pupils in manuscript; but, in 1845, it was privately printed for the use of the school. A second edition was issued for the same purpose in 1851; and as the book began to acquire some reputation, a third carefully revised edition was published in 1856, under the title of *Morison's Questions in Geography*, which met with favor, and is still used in some of the best schools in the city.

Finding it extremely difficult to procure any well digested and consistent system of rules for punctuation, an important and too much neglected branch of composition, Mr. Morison prepared and printed for the use of his school a convenient manual on the subject, to which he added remarks on many of the more common errors of speech, which he was in the habit of correcting among his pupils. This book was printed in 1856, under the title of *Punctuation and Solecisms;* and though not published, it was adopted in several schools, and the edition was soon exhausted. In 1867, the book was entirely rewritten and much enlarged, tables of chronology, a concise system of grammatical analysis, and other features being added, and the whole privately printed under the title of *A School Manual.* It has never been published, but has received high commendation from printers, teachers and others, as a convenient and compendious hand-book.

In 1847, the trustees of the First Independent Church, at the corner of Franklin and Charles streets, to which congregation Mr.

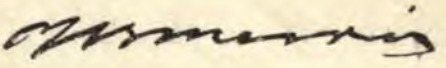
Morison belongs, had under consideration a plan to close up the beautiful dome of their church, in order to remedy a great defect in its acoustic properties. Desirous to preserve the dome, Mr. Morison undertook a careful study of the laws of sound, and came to the conclusion that the proposed alteration would not remedy the difficulty; a fact which was experimentally proved in 1865, by throwing a temporary ceiling across the base of the dome, which was found to produce no perceptible improvement. He suggested that a parabolic sounding board, constructed according to a plan of his own invention, would obviate the difficulty of hearing; and in a letter to the trustees he explained his views on the subject, and the plan of remedy he proposed, and offered to construct the board. His plan was approved, and the board constructed under his supervision, with the result of a remarkable improvement of hearing in all the central parts of the church. Several years afterwards, while this board was still in constant use, Professor Hackett constructed one on the same plan in Trinity Church, New York, which was heralded by the New York papers as a wonderful invention. Several of them were put up in churches of imperfect acoustic properties in various parts of the country, and among the rest, one was ordered for St. Paul's Church in Baltimore. The president and professor of physics in Harvard College, examined the board in the First Independent Church, and were so much gratified with its efficacy, that at their instance, the corporation of the college requested Mr. Morison to have one made in this city on the same plan, for the chapel of the college. The board was made and sent on, and was thought to have a remarkable effect in remedying the echo with which they were troubled. In 1867, it was thought desirable to replace the board in the First Independent Church, by one of somewhat different focus; and when Mr. Morison made inquiry for the maker of the board in St. Paul's Church, he was told that it was a New York patent and no Baltimore carpenter would be permitted to build one.

In February, 1867, Mr. Morison was privately approached by some of the Trustees of the Peabody Institute, to inquire if he would be willing to take charge of that institution, as its chief executive officer. After some hesitation, he allowed his name to be submitted to the Board as a candidate for the office of Provost; and at the election which took place in April, he was unanimously chosen. It was necessary for him to continue his school to the close of the scholastic year in June; but he at once took charge of the lecture department, and arranged the course of lectures for

the next season. At his own request, he did not enter formally upon his duties at the institute, until September, 1867. Since that date, the library has more than doubled the number of its volumes, and more than quadrupled its value; the Academy of Music has been made an active educational part of the institution; while the lectures have been nearly quadrupled in number; the object, kept steadily in view, being, to promote the instruction of the people in branches of knowledge, in which they have hitherto had little systematic teaching. Mr. Morison's desire is, that the Institute shall become a university of popular instruction, in all the higher departments of knowledge, in which the people may acquire information, for which the city has hitherto afforded them no facilities, and at a cost far below that at which any city or institution in the country has ever offered such instruction; and by making it thus a means for the diffusion of liberal knowledge, and for implanting in the people the elements of a higher culture, with their elevating and humanizing influences, he believes that he shall be but carrying into effect the noble and benevolent purposes of its Founder.









JOHN B. MORRIS.

For very many years has John B. Morris held a strong position in Baltimore in the regard and estimation of its citizens; from the public positions which he has worthily filled, and the generous and liberal spirit which he has privately exercised. His family was, originally, settled on Long Island, New York, but has been established in Maryland for more than a hundred years, his grandfather coming to this State in 1745. His father, James R. Morris, was a native of Worcester county, and served for a time in the Navy of the United States. He married Miss Leah Winder, a sister of Governor Winder, and aunt to General William H. Winder, the latter celebrated as a lawyer and also noted for his military record in the defence of Baltimore, and at Bladensburg, during the last war with England.

John B. Morris was born in Worcester county, October 5th, 1785. He came to Baltimore in 1806, and commenced the study of the law in Mr. Winder's office. At that time Winder had already become very distinguished as a lawyer, giving full evidence of the fame which he was afterward to acquire in the field with Luther Martin, Robert Goodloe Harper, Roger B. Taney, William Wirt, and William Pinkney. Mr. Morris pursued his studies for some time with Winder, and then opened an office with the late Lloyd N. Rogers, proprietor of Druid Hill, but did not long continue the practice of the law. During the war of 1812 with Great Britain, he served on General Winder's staff with the rank of Major, and participated in the battle of Bladensburg and the defence of the city of Baltimore.

In 1817, he married Miss Hollingsworth, a lady of much beauty and many accomplishments, and thenceforth principally devoted himself to business in real estate. Much of the property acquired by Mr. Morris in these transactions was unimproved at the time of purchase, but has since been densely built upon, the city having advanced far beyond. To give some idea of the spread of Baltimore, the first poor-house erected stood on North Howard street,

on the lot now bounded by Howard, Eutaw, Madison, and Biddle streets. The building was pulled down about 1828, leaving the whole lot vacant for a good many years. This ground was owned by Mr. Morris, and continued to be on the outskirts of the city almost as late as 1840. In connection with the property an anecdote may be here related of Mr. Madison, President of the United States. Visiting Baltimore on one occasion, he was informed that a street had been named in honor of him, and he was invited to drive through it. He complied with the request, and then said jocosely that he did not consider it much honor, to have a street called for him which began at a charity school, (St. Paul's on Madison avenue, extended,) ran past the poor-house, and ended at the penitentiary.

Mr. Morris was a member of the Maryland State Senate, from 1832 to 1835. He was also a trustee of the Bank of Maryland in 1835. The failure of the Bank in the previous year produced intense excitement in the city, more especially that it had been the depository of very many persons of limited means. Before the affairs of the institution could be fairly investigated, resentment was much increased by false and exaggerated rumors, and at length the popular irritation culminated in a frightful mob, which for some days in August held the city in terror. Mr. Morris's house on South street, afterward for many years occupied by the Farmers and Planters Bank, was attacked by the infuriated rioters and completely sacked; as also were the residences of John Glenn, on Charles street near Lexington, and Reverdy Johnson, in Monument square. Mr. Morris's extensive and valuable library was destroyed, with many other cherished objects. The disgrace of such an outbreak was keenly felt by the citizens of Baltimore, and the city, through the State Legislature, was influenced to pay all damages.

Mr. Morris was for twenty-five years the President of the Mechanics Bank of Baltimore, which, under his management, enjoyed a high degree of prosperity. He is one of the Trustees of the Peabody Institute, but has now almost wholly retired from active pursuits. His family, consisting of two sons and two daughters, have all been married, and reside in Baltimore. One of the sons married a daughter of Reverdy Johnson, and the other Miss Van Dyke, a daughter of the late eminent prosecuting attorney of Philadelphia. Of the daughters, one was married to the late Henry Winter Davis, and the other is the wife of Frank Key Howard, grandson of General John Eager Howard the hero of the "Cowpens."

Mr. Morris has been through life a firm and consistent supporter of the Episcopal Church, and for very many years past a member of St. Paul's congregation. In social life he has always been noted for personal graces and the most charming manners, and regarded as the very model of a polished gentleman. And we think we do not trespass on the sanctity of retirement, in adding that memories of the elegant hospitality of his household, will continue to be cherished by those who enjoyed it, as among the happiest examples of refined courtesy and well-bred welcome.





Millard Fillmore



WILLIAM McKIM.

THE name of McKIM has, for a long period, been honorably and conspicuously associated with the history of Baltimore. John McKim, the earliest member of the family known to the present generation, was born in Londonderry, Ireland, about the year 1670, and from him, by two marriages, descended the two branches of the family represented in this city in the early part of this century by the brothers John, Alexander and Robert McKim, on the one side, and John McKim, Jr., on the other.

Thomas McKim, the son of John, and father of John, Alexander and Robert, was born in Londonderry, in 1710, and coming to this country in 1734, at first settled in Philadelphia, but about the year 1739 married and removed to Brandywine, Delaware, where all his children were born, and where he died in 1784. He was not a member of the legal profession, and the fact that, in the latter part of his life, he successively filled the offices of Justice of the Court of General Quarter Sessions and Judge of the County Court of Common Pleas, sufficiently attests the esteem which he enjoyed for integrity and ability in the community in which he lived.

His oldest son John was born in 1742, and coming to Baltimore when a young man, established himself in a mercantile business on the south side of Baltimore street, near Gay street, on property which is still owned by the family. After some years, he married Margaret Duncan, of Philadelphia, and in 1777 removed to that city and engaged in business, but his wife dying in 1784, he soon after returned to Baltimore, bringing with him his two sons Isaac and William D. He continued business as a shipping and importing merchant, and in 1796 took his son Isaac into partnership under the firm of John McKim & Son. In 1801, he retired from business with an ample fortune, and in 1807 removed to a country house on the York turnpike road, where he spent the remainder of his days. He was remarkable for modesty and for his quiet and retiring manners, but not less for activity, energy and enterprise in business, and for faithful performance of public duties. He was

one of the founders and the first President of the Union Manufacturing Company, organized in 1808, one of the first cotton factories built in the United States, and still in successful operation. He was also President of the Baltimore Water Company, which formerly supplied the city with water. Benevolence was a prominent trait of his character, and, at a time when such endowments were far more rare than they have since become, he had determined to establish in this city a free-school for the education of male and female children without regard to religious denomination. His design was frustrated by death, but, after his decease, was fully carried out by his sons, and the school is now in operation under charge of trustees of the Society of Friends, in a granite building on East Baltimore street, erected at a later period by his son Isaac.

Although not of robust constitution, his strict temperance in all things, ensured to him good health and long life. His untiring industry never deserted him, and after he retired from active business, frequently found occasion for its exercise in haymaking and other light labors of the field, in which he assisted the laborers in his employ. His methodical and precise habits are strikingly illustrated by the following well authenticated anecdote. The surplus hay of his small farm was sold regularly to his sons, and then he called as regularly to collect the bills. On one occasion, his son Isaac not being provided with the necessary change, a clerk was sent out to procure it. Mr. McKim waited until the clerk returned and his bill was settled, and then drew from his pocket, and handed to his son as a present, a deed conveying to him property worth about thirty thousand dollars.

When he was about forty years of age he left the Baptist Church, in the faith of which he had been educated, and attached himself to the Society of Friends, of which he was ever afterwards a prominent and consistent member. Previous to this event, he had sold a female slave who had subsequently been taken to Ohio, but the new views which he had adopted made him dissatisfied with the act, and, anxious to repair the wrong which he thought he had done, he traveled all the way to Ohio on horseback to seek the woman and restore her to her former home, and succeeded in finding her. He died in 1819, in the seventy-eighth year of his age, and at the last carried out the repugnance to every kind of ostentation which had marked his previous life, by the strict instructions which he then gave that no monument or mark of any kind should be placed over his grave.

Isaac McKim, the oldest son of John McKim, was born in

Philadelphia on the 21st of July, 1775, and came to Baltimore with his father in 1785. He entered his father's counting room at an early age, and, under the influence of his good example and careful training, Isaac developed those qualities which made him the industrious, energetic, intelligent and successful merchant which he afterwards became. His energy and firmness were displayed on a trying occasion at an early period of his career. His father had sent him abroad as supercargo of one of his own ships. The vessel having sustained damage on the voyage, was, at the instance of the captain, surveyed and condemned; but young McKim being satisfied that the condemnation was unnecessary and improper, insisted, notwithstanding, that the captain should bring her home, and, on his refusal, took charge of her himself and brought her safely back. He continued in business until his death, in 1838, at the age of sixty-three, and maintained always the highest character for honor and integrity and for his zeal and liberality in promoting the prosperity of the city.

He took great pride in his vessels and had some of great celebrity as fast sailers, and in 1835 built one of the first of the clipper ships, the widely known "Ann McKim," which was named after his wife. During the war of 1812, he was in active service as Aid-de-Camp to Gen. Samuel Smith, Commander-in-Chief of the forces defending Baltimore, and advanced $50,000 to the city to aid in its defence.

About 1822, he erected a large steam flour mill on the lower end of Smith's wharf, for which he was obliged to import the machinery from England, and a few years later made another valuable addition to the productive industry of the city in the erection of extensive works also on Smith's wharf for refining and rolling copper. He was one of the promoters of the Baltimore and Ohio Railroad, and one of its first Board of Directors. He took a warm interest in politics, and was a prominent and influential member of the Democratic party. At one time he served as State Senator and was twice elected to Congress, of which he was a member at the time of his death. He was eminently social in his nature, and his generous and elegant hospitality was freely extended to a large circle of friends, as well as to all strangers, who were in any way entitled to it.

William D. McKim, the younger son of John McKim, was born in Philadelphia in 1779, and came to Baltimore with his father in 1785. When about twenty years of age he went to Europe, and on his return engaged in business. In 1806, he married Miss Haslett, of Caroline county, whose ancestors also came from Lon-

donderry. They had five sons and a daughter, of whom four sons are now living. Although he engaged in business, he had but little taste for it and left the management of it, in a great degree, to his partners. He was one of the originators of the Baltimore Gas Company, and gave freely, and with strict attention and fidelity, his services as director of various banks, insurance companies and other public institutions of the city. He died in November, 1834, at the age of fifty-five.

William McKim, the eldest son of William D. McKim, and the founder and head of the banking house of McKim & Co., was born in Baltimore on the 21st of December, 1808. After going to the best schools which the city then afforded, he entered St. Mary's College, to which many of our most eminent citizens have been indebted for their education, but, after remaining there for about three years, he was compelled by ill health to leave before he had completed the collegiate course. After about a year of relaxation he entered, in May, 1827, the law office of the late Judge Purviance, where, associated as fellow student with William F. Giles, the present eminent Judge of the United States District Court of this city, he pursued for three years the study of the law, and in the spring of 1830 was admitted to the bar. He has found his collegiate studies and legal training of essential service in the business pursuits in which he subsequently engaged. Being still in delicate health, he then made a voyage to South America, whence he returned greatly benefited. In 1831, he was taken into partnership by his father, and in the autumn of that year, his father having retired, his brother Haslett was taken into the house and a branch of the business was established in Philadelphia, under the immediate direction of their partner, Mr. Maslin, who went there to reside. In the same year, he married Miss Hollins, of Baltimore. In 1834, the two houses separated, William McKim and Haslett McKim, under the firm of McKim & Bro., continuing the business in Baltimore, which was then under the charge of William, while Haslett went to reside in Europe as the agent of the house there. In 1839, after the death of their uncle, Isaac McKim, the two brothers purchased the interest of the other heirs in the copper rolling mill belonging to his estate, and for some years carried on the establishment under the firm of William & H. McKim, but the business becoming unsatisfactory, it was abandoned after the return of William from a short trip in Europe, and the partnership with his brother, with whom he had been associated in business for more than twenty years, was dissolved.

On the 1st of January, 1855, Mr. McKim established the banking house of McKim & Co., in which he has been ever since actively engaged, and in which two of his sons are now associated with him. Mr. McKim has passed successfully through all the vicissitudes to which business men have been exposed during the last forty years, including the disastrous periods of 1837 and 1857.

During the long and active business career of Mr. McKim, he has yet found time to devote much attention and labor to the performance of many important duties of a public character, with which he has from time to time been entrusted. He has served as a Director of the Franklin Bank, and of the Bank of Baltimore, as a Director, and also as President of the Baltimore Marine Insurance Company, as a Director of the Baltimore and Ohio Railroad Company, and of the Northwestern Virginia Railroad Company, as a Manager, then President and now Treasurer of the Maryland State Bible Society, as one of the original Trustees of the Peabody Institute and now its Vice-President.

In 1835, he was appointed Aid-de-Camp to Major General John Spear Smith, commanding the third division of Maryland militia, and served with him until 1848, and was with him during the eventful week of the Bank of Maryland riot in 1835. Mr. McKim, as one of a detachment of mounted volunteers, was engaged in the first collision which took place with the mob.

Mr. McKim, while he has always taken a deep interest in the politics of the country, has steadfastly declined to accept nominations or appointments to office which have frequently been tendered to him. He was a member of the old Whig party during the whole of its existence, and, subsequently, when a resolute effort was made by the Reform party to bring back the reign of law and order to the city, he cordially united with it in the struggle.

When the unhappy civil strife commenced in 1861, he made every effort to allay excitement and prevent discord and violence, but when the war actually broke out and dissensions arose between the city authorities and the Government, he firmly took the side of the latter in support of the Union, but at all times endeavored to secure mild and conciliatory measures towards the Southern people, as well as to those of our own citizens who sympathised with them.





Columbus O'Donnell



COLUMBUS O'DONNELL.

COLUMBUS O'DONNELL was born in the city of Baltimore, October 1st, 1797. His father, who had been a captain in the East India merchant service, came to the United States and settled in Baltimore in 1780. He subsequently commanded the ship Palestine, which traded between this port and Bombay, and brought the first cargo which came to Baltimore from Canton. A flourishing suburb of the city, bordering on the Patapsco river, retains the name which Captain O'Donnell gave it in commemoration of this venture, he being at that time the proprietor of the valuable tract now belonging to the Canton Company, and on which has since grown up the suburb in question, with its workshops, factories and dwellings for operatives. Captain John O'Donnell was in his day a man of mark and influence in this community, and at one time represented the city in the Maryland Legislature. He died in 1805, when the subject of the present sketch was but eight years old.

Columbus O'Donnell was educated at Saint Mary's College, in this city, formerly a flourishing seat of learning, and the *alma mater* of many of the most distinguished men in Maryland of the present and former generations. It is now a Theological Seminary of the Catholic Church, under the charge of the learned priests of the Oratory or Order of Saint Sulpice of Paris. For many years General O'Donnell has been prominently identified with some of the most important public institutions and enterprises in this city. He was formerly an influential Director in the Baltimore and Ohio Railroad Company, and for thirty years a Director in the Union Bank of Maryland. He succeeded Governor Swann as President of the First National Bank of Baltimore. For fifteen years he was President of the Baltimore Water Company, and until the business of supplying the city with water passed out of the hands of a private corporation into those of the municipal authorities. Through life General O'Donnell has been pre-eminently distinguished for administrative and executive ability, exhibiting in the various positions of trust he has been called to fill, at the head of important

enterprises, great energy, perseverance, firmness, and decision of character. Of these various positions, that which developed these traits of character to the highest degree, and in which he was best known to the people of Baltimore, is that of President of the Baltimore Gas Light Company. This office he has held for thirty-nine consecutive years, or ever since 1831, which was just eleven years after the company commenced active operations,—being the pioneer enterprise of the kind in this country, and the first regularly organized in the world on the joint-stock principle. Any sketch of General O'Donnell would be incomplete without a reference to the history of this undertaking, which had all the trials and experiments to make by which other companies have benefited, and the success of which has been probably equal to that of the most favored of them. The Gas Light Company of Baltimore was chartered February 5th, 1817, and the original corporators were Rembrandt Peale, William Lorman, James Mosher, Robert Carey Long, and William Gwynn. Mr. Gwynn was then editor of the old Baltimore *Gazette*, and aided largely by his pen in writing the infant project into public favor. The first building in this city lighted with gas was Peale's Museum, on Holliday street. This was Mr. Peale's individual enterprise, and visitors paid a small fee to see the new light. The experiment suggested the idea of lighting the city by the same means, and a charter was accordingly obtained from the Legislature, one hundred shares being set apart at the time to be assigned to Rembrandt Peale, as a compensation in full for the privilege of using the invention of Doctor Benjamin Kugler, of Philadelphia, for manufacturing, collecting and using carburetted hydrogen gas. The Company, as stated, got fairly under way about 1820, its first President being Mr. William Lorman. The gas works were located at the corner of North and Saratoga streets, and the first public building lighted with gas was the old "Mud" or "Belvidere" Theatre, at the northwest corner of North and Saratoga streets. The first private dwelling lighted with gas was that of the late Jacob I. Cohen, on North Charles street; the second, that of the late Hugh Birckhead, in the same street. From that time the consumption of gas steadily increased, until, instead of the three original takers in 1820, there were, in 1870, 15,301 consumers of gas in the city. Besides this, the Company also supplies 3,400 city lamps for lighting the streets, and can furnish, if necessary, 3,000,000 cubic feet of gas in a single night. When General O'Donnell took charge of the affairs of the Company in 1831, the whole amount of capital paid in amounted to $250,000, and there

was a floating debt of $195,000. Two years later $300,000 were added to the capital, making the entire amount paid in $550,000. The original capital was nearly all sunk in experiments and by the use of unsuitable pipes, &c. To procure the additional subscriptions necessary to sustain and carry on the work, the directors had to canvass the city, many of the old stockholders refusing to subscribe for additional stock. They were also compelled to resort to loans upon their own credit. At that time, too, the charge made for the use of gas was so much per burner until, in 1830, a meter was introduced from England, which enabled the Company to measure the amount of gas actually used, and to establish the system of charging per 1,000 feet, which at first was received with great disfavor by the public. The change, however, proved so beneficial to the Company, together with the increased consumption, &c., that the Company was enabled to declare a dividend. This it has continued to do regularly ever since, besides largely augmenting its stock at the same time, until it now amounts to $1,600,000. Very recently the Company made a sale of all its franchises, real estate, &c., to some Brooklyn capitalists for $3,000,000. The Company's works for the manufacture, &c., of gas are as complete as any in the country. These substantial results speak volumes for the ability with which the Company's affairs have been managed. During the past ten years the labors of administration have been shared by General O'Donnell's son, C. Oliver O'Donnell, as Vice-President of the Company. This gentleman is also a director in the Union Bank of Maryland, and in the Maryland Insurance Company, and a director in the Baltimore and Ohio Railroad Company. He is the Vice-Consul of Brazil for the port of Baltimore, and is highly esteemed by the commercial community.

WILLIAM PATTERSON.

In the early part of the year 1766, a youth of fourteen years landed in Philadelphia from Ireland, sent from the latter country by his parents, to begin life in a field, the growing commercial advantages of which had already attracted not only attention, but considerable capital, from the old world. Consigned to friends, he was placed in the counting house of Mr. Samuel Jackson, an Irish merchant, extensively engaged in the shipping business. Intelligent and active, the lad, in the discharge of his duties, displayed a business capacity beyond his years, and rapidly grew into favor with his employers. His apprenticeship in this house gave him a knowledge of, and attachment to, the business, which attachment, to use his own expression in later years, was "a passion that followed me through life."

This youth was William Patterson, the founder of the family of his name and blood in America. His parents were of English and Scotch descent, who settled in Ireland after the conquest of that country.

The career of William Patterson, from the date of his first landing in Philadelphia, up to the time of his death in Baltimore, embraced a period of more than sixty years devoted to commercial pursuits; and during this period he lived and transacted business, as a shipping merchant, under four different Governments, namely: the British, at Philadelphia, before the revolution; the Dutch at St. Eustatia; the French, at Martinique; and the American, at Baltimore. On the breaking out of the revolution, great precautions having been taken by the British Government to prevent the introduction into the country of powder and arms, Mr. Patterson fitted out two vessels at Philadelphia, which sailed for France, for the purpose of obtaining the requisite munitions of war. In these vessels he invested all the property he possessed, and embarked in one of them himself. In the month of March, 1776, one only of the vessels got safely back to Philadelphia, with the cargo intended, and at a most opportune time, when, as was said, Gen. Washing-

ton, then before Boston with his army, had scarcely powder enough to fire a salute. From France, Mr. Patterson, in February, 1776, went to the island of St. Eustatia, where he remained about eighteen months, engaged in collecting and shipping to America, arms, ammunition, and other supplies necessary for carrying on the war. From St. Eustatia he removed to Martinique, where he continued in business until 1778, when he came to Baltimore, bringing with him, in cash and merchandise, a fortune of a hundred thousand dollars. On his arrival in Baltimore, Mr. Patterson carried out a resolution which he had formed, and invested about one-half his fortune in real estate, establishing for himself a rule at the time, and which rule he strictly adhered to, never to purchase real estate on speculation, with a view to sell again, and always to pay in cash; so that he was never in debt for his purchases; and property, thus bought, remained in his possession to the end of his life. Another rule, was to never invest in the risks of commerce more than he believed he could afford to lose; hence he always kept back from his business, one-half of his fortune, as a reserve, securing the comfort and independence of his family. Investments of his surplus earnings in business in real estate, Mr. Patterson regarded as preferable to such investments in any other sort of property, especially in the case of a man of family, because, as he argued, although money placed at interest might be more productive in a man's own lifetime, it was thus placed liable to failures and fluctuations, and, consequently, not so safe and permanent as a security for posterity. And besides, he deemed it better in bequeathing property to children, to leave them real estate rather than money or stocks, as the latter were too easily parted with, while the former would be more likely to stick by them. It was also a rule with him, in buying and selling property of any kind, to take no advantage, by means of any superior or private information affecting values. His dealings were conducted openly and fairly in the market. In large and small concerns, he regarded it not only necessary to be always just, but generous as well; so that the basis of his business action was fairness and liberality. In the course of a most active, extensive and successful career in commercial pursuits, for more than half a century, he made the fortunes of some, saved others from ruin, and gave employment to thousands.

Mr. Patterson never sought for offices of honor or profit; and when, in any way, he acted in a public capacity, it was from a sense of obligation to society, believing it to be the duty of every citizen, when called upon, to contribute to the common good. It

was the maxim, however, of Mr. Patterson, that in worldly relations, a man's first duty is to himself and his near of kin; first, by the dictate of nature, which calls him primarily to the care of his own blood; and second, upon the principle, that he who husbands well his own, has it in his power to be society's and his country's friend when most they need his services.

Mr. Patterson inherited, pecuniarily, but little from his forefathers, and obtained nothing from public favors or appointments. His possessions were solely the fruits of his own labor, won, principally, in a land and under a government, to use his own words, "where frugality and merit are the only sure and certain roads to respect and consequence." In early life, at Philadelphia, the friends of his leisure hours were principally books; and his associates were mostly persons older than himself. In such companionship, he derived a double advantage of useful learning on the one hand, and lessons of practical wisdom on the other, while warm friendships, then formed, lasted through life.

Reared among religious people, and grounded by nature, education and habit in correct principles, Mr. Patterson was a true pilot at the helm on life's most stormy sea. His fidelity to himself and to duty, when surrounded by such temptations as circumstances, in the battle field of business, almost seemed to warrant in adopting, may best be gleaned from the record of his own journal, penned by him, when in the evening of his life he had it in his power to calmly look back upon the thorny but upward paths which led to the peaceful summit of his honored old age. "On my arrival," he says, "in the West Indies in the year 1776, a new scene was opened to me for which I was little prepared, for I had previously lived with religious people, and my new acquaintances, and those with whom I was to transact business were the reverse of this. No one went there to settle for life; all were in quest of fortune, to retire and spend it elsewhere; character was little thought of. Of course it required the utmost circumspection and caution to steer clear of difficulties. A kind superintending Providence, in this, as in many other concerns of my life, enabled me, however, to surmount every difficulty, young and inexperienced as I then was."

Gaming was a fashionable and prevailing vice in the West Indies, but he avoided it from the first. The scene of Mr. Patterson's commercial life in the West Indies, as he further has related, "centered at St. Eustatia, St. Martin's, and St. Pierre (Martinique.) Governor de Graff commanded at the former, Governor Hylegar at the second, and the Marquis de Bullie at the latter; they are all since

dead, but it is due to their memories to observe, that they one and all contributed greatly in promoting the interest of America, in affording every facility in their power to the Americans who lived under their governments. Governor de Graff, in particular, was called home to Holland to answer for the partiality shown to the Americans."

Among the older merchants of Baltimore, gone now, but not forgotten, such as Smith, Buchanan, Oliver, Jenkins and others, who may be said to have been present at the birth of her commercial life, who tenderly watched, accompanied and boldly advanced her prosperity, none were more active, industrious, ambitious, successful than William Patterson; and none lived to behold with a prouder, happier glance the rise of this beautiful city.

Patterson Park, which bears his name, was a gift of his to Baltimore, and ever green as its sod, must his memory be in the hearts of the people who inherit it.



George Pattison


George Patterson

GEORGE PATTERSON.

To chronicle the life of so retiring a gentleman as was George Patterson, brings to light strong traits of character, virtues of manhood, and excellencies of citizenship, the knowledge of which, save to the few who knew him well, would otherwise be lost. George Patterson was the sixth son of William Patterson, one of the merchant-princes of his day in Baltimore. He received an early classical education, and entered the counting house of his father with the expectation of becoming one of his successors in mercantile life. Soon after his instalment, he was sent to Europe on a business tour, and took wise advantage of the opportunity to make it a trip, also, of entertainment and instruction. His observations in travel furnished him with a rich fund from which he pleasurably drew in the leisure hours of after life. He ever referred to his European visit as a most interesting, and, in point of worldly wisdom, serviceable experience. On his return from Europe, his father placed him in charge of his estate in Carroll county, called "Springfield." This tract of land comprised seventeen hundred and sixty acres, (afterwards increased to about two thousand,) and when George Patterson first took possession of it, he found it barren as a desert. Forty years of his life spent here were devoted to improving this property; and he made it one of the finest estates in America, leaving it, at his death, to use his own words in regard to it, "one extended sheet of living green."

The intention of Mr. Patterson when he first took charge of this farm was to remain permanently in its occupancy, and he marked out for it a system of culture and improvement from which he never materially deviated. It was said of him that he was born a farmer. He certainly became one of the first agriculturists in the country—a deep student of the principles of scientific farming and a splendid exponent of their practical results. He expended large sums in lime, principally, and other fertilizers, and forced poor soil into a realizing richness. He devoted himself, also, to the raising of stock, and it became an aim with him to make of his property a great grazing

farm. He imported largely of the finest stock, and without regard to cost. He bred only thorough-breds of its kind. His specialties were Devon cattle, Berkshire hogs, and South-Down sheep. His Devon herd was, probably, one of the finest in the world, and beyond compare the finest in America. He observed the greatest care in the breeding of cattle, and his stock included every requisite of perfection for all purposes. As a means of preventing the destruction attendant upon the presence of rats, he kept large numbers of Maltese cats, sometimes as many as fifty, on the estate. Mr. Patterson, in the quiet sphere in which he moved, did much for the prosperity of the neighborhood in which he lived. His expenditures were large, and his vicinage for miles around was the beneficiary. He was chiefly instrumental in erecting "Springfield Church," a handsome and commodious place of worship, and out of his private fortune he contributed largely to its support. None but the interested were ever witness to his charities, which were numerous. Ostentation was no part of his life. Simplicity of heart and manner, joined to plain speaking and sometimes severe speaking, in the face of wrong, characterized him. He was a man, too, of great personal courage, strong and resolute of will and purpose. He would have died a thousand deaths in defence of his rights. On more than one occasion and under desperate circumstances he responded to the challenge of danger with great odds against him. During the late civil war a party of Federal soldiers invaded his premises, marched up to his house, and sought, in opposition to his remonstrance, to enter. Mr. Patterson, who, with the exception of the presence of his wife, was alone, with great coolness and with equal determination placed himself within his doorway, and confronting the officer in command, demanded on what authority his house was to be entered. The officer, putting his hand on the hilt of his sword, replied, "My authority is here." "Then," said Mr. Patterson, raising his left hand and grasping his revolver with his right, "cross that threshold and I will kill you!" The officer and party retired. The manner of Mr. Patterson was, doubtless, a guarantee of his intention. It must have been so regarded.

Mr. Patterson formed few friendships, and "dull not thy palm with entertainment of each new-hatched unfledged comrade" was advice not necessary in his case; yet his attachments, once formed, were strong, and lasted through all time, and he made any sacrifice for friends. He was undemonstrative, but a man of fine sensibilities. As a son, husband, father, he was devoted, indulgent, tender; as a brother, brotherly. His wife and daughter—an only

child—were the companions of his almost every hour apart from his business engagements, and they were at all times the reigning images in his heart,—the foremost objects of his thought and care. Mr. Patterson is connected by blood and marriage with influential and distinguished families of Europe and America. His only sister, Elizabeth Patterson, married Jerome Bonaparte, afterwards King of Westphalia; a lady of pleasing manners, wit, talent, and great beauty, admired and celebrated throughout Europe, where she remained several years an ornament and favorite in the most brilliant circles; but, unrecognized, as is well known, for political reasons, by the Bonaparte family,—whose now venerable presence, with the weight of declining years upon her, (although unbroken in spirit and unclouded in mind,) and linked with them all the suggestive surroundings of a life's history, strange and full of vicissitude, attracts, as she passes through the streets of this city, universal, respectful and sorrowful attention.

Mr. Patterson's brother, Robert, married the eldest daughter of Richard Caton, of Maryland. Miss Caton was one of four sisters, all of remarkable beauty and varied accomplishments. Robert Patterson after his marriage traveled with his wife in Europe, where, in society, she met and attracted the attention and admiration of Sir Arthur Wellesly, afterwards Duke of Wellington. On her return to America he corresponded with her regularly. As a widow, Mrs. Robert Patterson revisited London; the future hero of Waterloo was then a married man; but, becoming acquainted with his elder brother, the Marquis of Wellesly, the latter addressed her, and they were married.

It is somewhat of a coincidence that two Maryland ladies, Miss Elizabeth Patterson and Miss Mary Caton, themselves nearly allied by marriage at home, should have become, also, in their own persons, allied by marriage with the two families in Europe most conspicuously hostile and fatally opposed,—the one, vanquisher, and, as it were, for the time, annihilator of the other: and to follow to its more painful point the coincidence further, seems it not sad that these two beauties of their day—the pride, almost, of one hearthstone—should have gone forth into the world, the one to wear the laurel, the other the cypress crown for aye,—and yet, that upon the steps of the old age of the suffering one, ere darkness and silence enclose her forever, there has come the tidings of a dreadful retribution, under God, and she knows, at last, that the perfidy which wrecked her happiness feels now the sting.

George Patterson was a man of strong physical constitution and

of remarkable regularity of habit. He rose early, and frequently passed fourteen hours of the day in the saddle. He indulged in no excesses. In his last illness he made every arrangement for the after-management of his large estate with great minuteness. He met death with composure, and truly, without fear and without reproach, he went down to the tomb. He died on the 19th of November, 1869, in the seventy-fourth year of his age. The whole neighborhood came forth to his funeral. They buried him on the south side of the church, at Springfield, erected by his munificence. The airs, the dews, the sunshine which once welcomed him, yet freshen the green turf above him; and his lone grave there stands, like a quiet sentinel, within view of his home, and within the shadow of the sanctuary of his God.

WILLIAM PINKNEY.

WILLIAM PINKNEY, one of the most distinguished of American lawyers and statesmen, was born at Annapolis, Maryland, March 17th, 1764. His father emigrated from England, and in the revolutionary struggle espoused the side of the mother country. His property, in consequence of his decision, being confiscated, young Pinkney entered upon life ill provided for, a circumstance which did not, in the slightest degree, affect his political opinions, which from boyhood were devoted to the American cause. He was sent to King William School, an academy merged in 1785, into St. John's College, and here Pinkney acquired a thorough English education and some knowledge of the classics, but he attained far greater proficiency in Latin later in life, while a resident in London.

His first bent was for the profession of medicine, which he studied with Dr. Dorsey, of Annapolis; but finding that he had little love for this pursuit, he turned his attention to law, and entered the office of Mr. Samuel Chase, afterwards Associate Justice of the Supreme Court. His industry was great, and his ambition was excited by the triumphs at the bar of such men as Daniel Dulany, Chase and Luther Martin. In 1786, when twenty-two years of age, he was admitted to the bar, and commenced practice in Harford county, Maryland. Little detail regarding his life at this period has been preserved, but he must have early made his mark, for in April, 1788, only two years after his settlement in Harford, he was elected a delegate to the State Convention which ratified the Federal Constitution.

In October, 1788, he was chosen a member of the House of Delegates, in which he soon acquired reputation as an able debater and brilliant orator. In 1789, he married Ann Maria Rodgers, daughter of Mr. John Rodgers, of Havre de Grace, Maryland, and sister of the distinguished Commodore Rodgers. By her he had a family of ten children, only three of whom are now living. In 1790, he was elected a member of Congress. The election was con-

tested, but decided in his favor, after a close and powerful argument of his own. He, however, did not take his seat, owing to prudential and domestic reasons. In 1792, he was chosen one of the Executive Council of the State of Maryland, continuing in office till 1795, when he relinquished his seat, having part of the time been President of the Board, being then chosen a delegate to the General Assembly of Maryland, from Anne Arundel county.

In 1796, President Washington appointed him one of the Commissioners of the United States, under the seventh article of Mr. Jay's treaty with Great Britain, and embarking in July of the same year, with his family, he met Mr. Gore, another one of the American Commissioners, in London. During this residence of eight years in England, the most important questions of international law came before the board, such as the practice of prize courts, the law of contraband, blockade, &c. On these and many other questions, Mr. Pinkney's written opinions were regarded in the highest light, as models of strength, skill and eloquence. This period, too, was one of the most exciting in modern history, one of enthralling interest to a man of intellect. The mighty drama which had opened with the French revolution was in full progress; Europe shook to its centre beneath the clash of arms, as the disciplined hosts of the oldest Empire, were rent and routed by the master genius of Napoleon; and just after the time of Mr. Pinkney's arrival, the astounding victories over the Austrians, had turned all eyes upon the young commander-in-chief of the French army in Italy. In England were arrayed the most brilliant orators and statesmen; Burke, Pitt, Fox, Lord Holland, Sheridan, Windham, Grey, Grenville, Canning, Wilberforce, Erskine. Mr. Pinkney had constant opportunities, which he never neglected, of listening to and studying these great debaters, and in private life, formed strong intimacies among them, and with other distinguished men. During the time of this residence he was also engaged in negotiating the claims of the State of Maryland to a large amount of public property, invested in the stock of the Bank of England, which had become involved in vexatious chancery litigation, and which Mr. Chase had been sent out to adjust some years before. He finally recovered the claim, amounting to some $800,000, for which he was publicly thanked by the Legislature of Maryland. He returned to the United States in 1804, and removed from Annapolis to Baltimore; and in 1805 was appointed Attorney General of the State of Maryland.

In 1806 he was again sent to England, being appointed Minister

Extraordinary, Mr. Monroe then being American Minister at London, to treat with the British government on the various subjects at which the two powers were at issue, and which eventually involved them in war. He, for a long time, continued to press with vigor, the just claims of the United States, but the British government obstinately refusing to redress these grievances, or craftily eluding the questions, Mr. Pinkney was finally recalled, at his own request, after a residence of five years, reaching home in June, 1811. In September of the same year, he was elected a Senator of the State of Maryland, and in the next December received the appointment of Attorney General of the United States, from President Madison. During the war which followed with England, Pinkney supported the cause of his country, not only by the vigor of his pen, publishing a pamphlet in 1813, maintaining the justice of the war on the part of America, but he also took the field. He commanded a battalion of riflemen raised in Baltimore for home defence, and with it took part in the disastrous battle of Bladensburg, where he was severely wounded. Soon afterward he was elected a representative to Congress from the city of Baltimore.

In March, 1816, he was sent for the third time to Europe, being appointed special Minister to the Court of Naples, and Minister Plenipotentiary to Russia. Embarking in the Washington man-of-war, he reached Naples in July. The object of his mission was to demand indemnity for losses sustained by American merchants in 1809, under the reign of Murat, their property then having been seized and confiscated. The negotiations proved unsuccessful, as was the case in all subsequent dealings with this perfidious power, until forced to yield to the determined will of President Jackson. Mr. Pinkney then visited Rome and other celebrated Italian cities, proceeding through Vienna to St. Petersburg, where he remained about two years, returning in 1818. Soon after his return from Russia, he became engaged in a very important case before the Supreme Court of the United States. A tax upon the National Bank had been assessed by the State of Maryland, and on the case being carried into the courts, the Court of Appeals of Maryland had given judgment against the National Bank for the penalties prescribed for non-payment of the tax. Mr. Pinkney took the ground that the State law was unconstitutional, and after a long and powerful speech he convinced the Supreme Court of his opinion, and judgment was recovered exempting the Bank of the United States from the State taxation.

In 1820 he was once more called into public life, being elected a

Senator to Congress, in which body he took his seat on the 4th of January, 1820. Here, as in every other position which he ever held, he took front rank, and particularly distinguished himself on the great Missouri question, which then profoundly agitated Congress. In the bill for the admission of Missouri into the Federal Union, a clause was inserted prohibiting slavery in the new State, and Pinkney opposed the clause, on the ground that Congress had no right to make such a restriction, which was consequently unconstitutional. As is well known, the Missouri compromise was at length effected. His prodigious labors at this time, in the Senate and the Supreme Court, contributed to break him down. On the 17th of February, 1822, after enduring great fatigue in a very important cause, he was suddenly attacked by illness, which rapidly assumed a malignant character, and under which he died on the 25th of February, aged fifty-eight years. Every mark of respect was paid to his memory by the Nation, it being universally admitted that one of its greatest men had fallen in the very zenith of his fame.

At this day it is difficult, almost impossible, to give a true portrait of the man who filled so large a share of public attention. At that time, unfortunately, no full and accurate reports of the speeches of public men were made, and Mr. Pinkney's vast reputation as an orator, is now almost traditional. It is to be deplored too, that in his case, hundreds of valuable papers and letters of his own writing, with a large number of others, from the great men with whom he familiarly associated in Europe, have been irrevocably lost, partly through carelessness in those to whom they were intrusted, and partly through ignorance of their value. But all accounts which have been handed down, and the opinions of those few still living who knew him well, agree as to the prodigious powers of his mind; his vehement and enthralling eloquence; his intense ambition, ever to be first among the foremost at the bar and the forum; the immense industry and research which he brought to bear upon his great cases; and the towering and commanding part he assumed in argument.

In person, his appearance was lofty and striking, and his dress was carried to the highest pitch of fashion. Preparing a case with herculean toil and energy, he was as particular in the setting of the cravat which was to grace the occasion, as if the suit depended upon it. His style of oratory was formed upon a study of the varied traits of the greatest British debaters, and he was incessant in his study of the minutest elegancies of the English language. There were some affectations of manner and style in

him, which have often been made the subject of anecdote, as that sometimes he would hurriedly appear in court, beg pardon for being a little late, and comparatively unprepared, and then entering into the closest argument, cite the very page and paragraph of the authority he quoted, and which he had committed to memory the night before. He was profuse and splendid in his manner of living, and fond of the best society, although not greatly given to company. He would sometimes, for a few moments, attend an evening party, but quickly leave, and then at home, pursue in solitude the study of some great case, far into the night. His life has been twice written; —by Henry Wheaton, and by his nephew, Rev. Wm. Pinkney, now assistant Bishop of Maryland;—but it is on the judgment of his great contemporaries, such as Mr. Justice Story and Daniel Webster, that his claims to genius and greatness must most surely rest.

By the chosen friends and associates who enjoyed his hours of ease and pleasure within his own domestic circle, Mr. Pinkney was considered to be not less great than when in public, arrayed in all his strength as counsel. When the shades of evening came on, and the role of great man was laid aside, when he unbent from the dignity of his profession, no one could be more entertaining and delightful as a companion. He was a rich and eloquent talker, and his mind was stored with anecdote and illustration. Of the many distinguished men whom he had seen and known familiarly in England, he was full of reminiscences. He had been particularly intimate with Lord Holland, and amid the courtly splendors of Holland House, rendered peerless by the presiding genius, grace and beauty of its celebrated mistress, he had met, on terms of frequent friendship, the most illustrious personages of England, the first in right of birth, art, science, literature and naval and military renown. Of these, his conversation was ever rich and graphic; he possessed too, in an uncommon degree, powers of mimicry, and could precisely imitate Fox, Pitt, Sheridan and other orators, as well as singers like Braham, and Madame Catalani. At times, too, when in mischievous humor, he indulged a propensity for quizzing, and gentlemen still living in this community, recall, even now, with laughter, his talent in this particular.

Well read, and always carefully prepared, he expected others to do their share in entertainment at his table, and did not tolerate mere fashionable dulness a second time. He was not a great eater, but enjoyed his food, which he must have of the choicest kind; and though he liked a glass of fine wine, he was always temperate, and

never exceeded a certain quantity. He was fastidious to the last degree in his language and his habits, and while he made an incessant study of the dictionary, his cravats and linen were always of the finest, and his tailor's bills were prodigious. He modeled his style of oratory and his personal address, on lofty and aristocratic standards; he bore a resemblance to the Prince of Wales, so much so, indeed, that when in England, on several occasions, being near the royal palace, he was saluted by the guards, who mistook him for the regent. One of his greatest attributes, and which unfortunately no reporter has seized, was his power of word painting, in bringing a remembered scene before the listener with all the strength of the original. The writer of this sketch very lately heard a gentleman who was intimate with him, describe the awe with which he filled him, as he once told of his visit to St. Peter's, having just previously seen another of the most majestic basilicas of Rome. Mr. Pinkney rose into power as he narrated his entrance into the mighty shrine, and proceeded with his description of its immense distances; its chapels and altars, statues and monuments, paintings and mosaics, soaring arches and long drawn aisles, the kneeling multitudes with nothing crowded, nothing fantastic, all in grand simple harmony, crowned by the stupendous dome which seemed suspended in air. And beneath it, and before the shrine of St. Peter, Mr. Pinkney added, that he felt irresistibly impelled, Protestant though he was, to kneel in silent adoration, overcome by the master genius of the mighty temple. Nothing that this gentleman had ever heard or read, approached the sublimity of Mr. Pinkney's description, which for half a century had lingered in his memory like a strain of the grandest music. And thus such remembrances of William Pinkney will be handed down for generations, only to make men deplore that so little written record was kept, of the mighty mind which gave them utterance.

EDGAR ALLAN POE

REMARKABLE alike for genius, adventure, and misfortune, EDGAR ALLAN POE is one of the marked characters in American literature. His ancestry was of note in the history of the State, his grandfather, David Poe, having been quartermaster-general in the old Maryland line. His father, David Poe, Jr., studied law; but becoming fascinated by Elizabeth Arnold, a handsome actress, he abandoned his profession and went himself upon the stage. He was unsuccessful, and unhappy in his domestic life. His wife and he died about the same time, leaving three young children in poverty. Edgar Allan, the second child, who had been born in Baltimore, in January, 1811, was adopted by his uncle, Mr. John Allan, of Richmond, Virginia, a gentleman of competence and kind heart. He was carefully educated, and at an early age sent to school, at Stoke Newington, England, where he continued several years. Returning, he entered the University of Virginia, and there displayed the peculiarities which he carried through life,—brilliant talents linked with reckless conduct. Scholarship could not shield him from censure, and he was expelled. He quarrelled with his uncle and started for Europe with a Quixotic plan of joining the Greeks in their struggle for independence; but he never reached Greece. After a series of adventures in Europe, now almost wholly unknown, he appeared in St. Petersburg, in utter destitution and in the hands of the police for some misdemeanor. He was saved from punishment and sent home by Mr. Middleton, the American minister. Poe now wished to adopt the military profession; and his uncle, with the aid of Chief Justice Marshall and other public men, procured him an appointment as cadet at West Point. For a time he did well, but fell back into his old dissolute habits, and in less than a year after entering the institution was cashiered. For the third time he was kindly received by his uncle, who had in the meanwhile been married again to a young and attractive woman. Poe remained but a short time in his family, as a most serious quarrel ensued. His uncle deemed it proper to close his doors

finally against him, and dying in 1834 left him unnamed in his will. Poe was now thrown wholly upon his own resources. Driven to extremity, he enlisted as a private in the army. He was recognized by some officers who had known him at West Point, who endeavored to procure his discharge; but before they could do so he deserted.

Prior to this period, however, he had entered upon his career as an author, having published a small volume of poems in Baltimore in 1829. They attracted little attention; but in 1833, the "Saturday Visitor," a weekly literary paper, offered prizes of one hundred dollars each for the best poem and prose story. The late John P. Kennedy was one of the judges of the essays, and to Poe was awarded both prizes. He appeared before Mr. Kennedy in a condition betokening extreme penury, and was at once kindly taken by the hand. Greatly interested, Mr. Kennedy continued to befriend him, and a year or two later aided him in obtaining a situation in Richmond as editor of the Southern Literary Messenger. Here he continued for some time, growing in reputation as an author, publishing a number of his striking tales and essays, but beset, as of old, by his evil genius. He quarrelled with his literary confreres, and left Richmond, having there married his first cousin, Virginia Clemm, a lovely woman, too frequently called upon to share the misery which he drew down upon himself. He removed to New York in 1837, leading a precarious life, and often in absolute distress. He went to Philadelphia, and became editor of Burton's Gentleman's Magazine, and afterward of Graham's Magazine, and in both instances again quarreled with his associates. In 1840 he published, in Philadelphia, his "Tales of the Grotesque and the Arabesque," comprising some of his most singular and powerful productions. He returned to New York, and engaged in several enterprises, none of very long continuance, among them being engaged, with Charles F. Briggs, in the editorship of the Broadway Journal. At this period, while chiefly residing in a little cottage at Fordham, he attained his greatest celebrity, and at the same time frequently suffered from the extreme agonies of destitution.

In 1845, in the "American Review," appeared his most remarkable poem, "The Raven." It instantly won the unbounded applause of all classes, and not only stamped its author as a man of wondrous genius, but fixed forever for itself its living lustre in the English language. Nor was its reception abroad less distinguished; the most fastidious critics of Great Britain acknowledged its originality and power, and the sensation which it produced in the very

highest circles was unparalleled. Mrs. Browning wrote of it with all the enthusiasm of her earnest soul, and described the dread effect of its phantom spirit in the shades of evening, even on the sternest natures. It has been republished in every form, and illustrated by many of the very first artists in Europe and America, and it is universally adopted by public readers as one of the severest tests of elocution.

In 1847 Mr. Poe's wife died. She left him to the care of her mother, Mrs. Clemm, whose devotion to him never faltered, and whose strong love, even in her own direst want, forms one of the most touching episodes in his fitful career. The death of his wife produced no improvement in his habits, and he frequently exhausted the patience of his warmest friends. On one occasion, from excess, he was reduced to a state of extreme nervous irritability, when a friend who had been in attendance, deeming him in a very dangerous condition, left him, for a few moments, to procure medical aid. On returning with the physician, Poe could not be found. They searched the neighborhood, and shortly discovered him in a drinking saloon, where, mounted on top of a cask, he was delivering, to a crowd of dazed, wretched sots around him, a lecture, in the most brilliant language, on the law of universal gravitation. It was a striking illustration of Poe's own life,—genius of the highest order, which should naturally be obedient to the great law of progress and harmony, dragged down from its starry course and chained to the lowest spirits of humanity.*

At length a brighter hope seemed to dawn upon the fortunes of Poe; and in 1849 he returned to Richmond, and became engaged there to a lady of some property. He himself wrote of his proposed marriage in terms of the most favorable augury, saying that the "lost Lenore" was found. The time for their marriage was fixed, and in order to perfect some arrangements he started on a journey to New York. He reached Baltimore, intending to take the evening train for Philadelphia, and at one of the hotels he met several of his old friends, who proposed to drink with him. With the first glass all reason left him, as it always did at the slightest touch of stimulant. He spent the night in wild excess, and then wandered out into the streets in the chill of early morning. The consequences were fatal, and he was found in an insensible condition by a watchman and conveyed to the Washington University Hospital, where all efforts to relieve him proved fruitless, and he

* This anecdote, perfectly true, has never appeared in print.

died a few hours after his admission. He was buried in the graveyard of the Westminster Presbyterian Church, at the corner of Fayette and Greene streets. No monument marks his grave. The pupils of the Western Female High School, in the neighborhood of the church, have several times held exhibitions for the purpose of raising money to devote to a monument; but so far only a small sum has been collected, which is deposited in one of the city banks. Thus Edgar A. Poe died, aged thirty-eight years, after a life crowded with fame, disaster, and misery.

The writings of Edgar A. Poe have been freely and frequently subjected to the criticism of reviewers, both in England and America, and in France he became widely known from the interest excited by his scientific papers. These, however, may be more aptly classed as fictions, although based on supposed scientific facts. Such an instance occurs in "the case of M. Valdemar," one of the wildest and most horrible of his abnormal productions, in which mesmeric influence is the governing agent. By minuteness of detail and apparent careful statement of incident, Poe succeeded in giving such an air of truth to these productions, that, when published, in parts, readers were frequently deceived and made to believe in the absolute reality of the narrative. Such was especially the case with the story of "Arthur Gordon Sym." Among the best known of his prose writings are the "MSS. found in a bottle," which obtained one of the prizes offered by the Saturday Visitor, "The Gold Bug," "Mesmeric Revelations," "The Murders of the Rue Morgue," "The Black Cat," "The Fall of the House of Usher," "The Pit and the Pendulum," "Premature Burial," "The Red Death," "The Tell-Tale Heart," "Berenice," "Ligea," &c. Nearly all of them relate to supernatural terrors or fiendish, hideous crimes. His imagination, in many of them, appears to wear the foul desires of a ghoul, and to revel in all the horrors of the charnel-house. It has been well observed by an American reviewer that, "in reading his most powerful tales God seems dead." The strong desire of misleading and entrapping appears often to have governed Poe when he wrote, aside from fiction. In his paper entitled "The Philosophy of Composition" he purports to give the key to the structure of his poem of the "Raven," and would have it appear only as the result of the capabilities of rhythm and mechanical skill, instead of poetic inspiration. This very explanation is probably as sheer an invention as he ever penned.

Beside the "Raven," Poe's most celebrated poems are "The Bells" and "Annabel Lee." We gladly turn from his ghastly creations to

enjoy these exquisite compositions, especially "Annabel Lee," one of the sweetest and purest in the English language. And had he never penned another line, it would be sufficient to immortalize him as a man of genius and a poet, whose divine nature was bestowed that he might soothe and delight his fellow-men, in thus

"Untwisting all the chains that tie
The hidden soul of harmony."

JOHN PURVIANCE.

In the year 1763, Samuel Purviance, a gentleman from Pennsylvania, but of Irish birth, settled in Baltimore Town. He had two sons, Robert and Samuel. The latter, during the contest which terminated in the independence of America, was chairman of the committee of correspondence of Baltimore. The former, an eminent merchant in his day, was, after the adoption of the Federal Constitution, in 1787, appointed by General Washington, Naval Officer of the port of Baltimore, the first who filled that office.

Robert Purviance had five sons, of whom, the subject of this memoir was the second. John Purviance was born in Baltimore, graduated at Dickinson College, Pa., and studied law in the office of Robert Smith, in the city of his birth. He came to the Bar in November, 1793. His advancement in his profession was rapid. During the last war with Great Britain, he was one of the leading counsel in the Federal Courts in this city, and was engaged in almost every prize cause tried in those Courts. He subsequently became the regular counsel of the various Marine Insurance Companies of Baltimore, and derived from them a lucrative practice. As a commercial lawyer, none stood higher than Mr. Purviance. His library was one of the most extensive of his day; and being familiar with all the Continental writers on the Civil and Admiralty law, his Admiralty practice was always very large.

He ever reverenced justice and honesty above all price, and by his country clients was called "the honest lawyer." His professional charges were moderate, but such was the extent of his practice, that he was always enabled to live well, and dispensed at his spacious mansion on South Gay street, a refined and liberal hospitality. His dinners to the Bar and Bench were the coveted feasts of the day, and the evening entertainments given by his estimable lady, were rarely equalled by any in our city. In May, 1833, a vacancy occurred on the Bench of the Sixth Judicial District of the State, by the resignation of Judge Kell. A meeting of the Bar was called, and such was the estimation in which the char-

acter and legal attainments of Mr. Purviance was held, that he was unanimously recommended to the Governor of the State, with whom the appointment then rested, for the position; and on the 7th of May, 1833, he was appointed associate Justice of the Sixth Judicial District of Maryland, said District then comprising Baltimore city and county, and Harford county. It was an appointment eminently proper to be made; satisfactory alike to the Bar and public, the press of that day, of all shades of thinking, emphatically endorsing it. In that position, Judge Purviance remained for eighteen years, discharging its arduous duties with such ability and impartiality, as to attract the love and confidence of the community, and the respect and esteem of his professional brethren. He left the Bench only, when, in 1851, the Judges were elected by the people, under the new constitution of that date, and he had reached that period of life, when a quiet retirement in the bosom of his family, and the books which a lifetime had gathered around him, were to him far more pleasant than the contests of the political arena. System and order pervaded his whole life. While always a devoted student, he never neglected the physical man; he rose early and took his regular exercise before breakfast, walking frequently to the Herring Run (four miles from the city) and back. He continued his morning walks until the infirmity of age compelled him to use a carriage.

As the cotemporary of Harper, Pinkney, Wirt and Taney, and frequently their colleague in the important causes of the day, while not attempting the splendid oratory which graced their public forensic efforts, he equalled any of them in the extent of his legal learning, and the thorough preparation with which he approached the trial table.

His word was his bond; and so blameless his life, that when its calm evening drew to a close, from out the skies there seemed to come a voice, saying: "Blessed are the pure in heart, for they shall see God."

He died in September, 1854, in his eighty-first year.





John W. Randolph,





John W. Randolph

JOHN W. RANDOLPH.

It is one of the most fortunate circumstances connected with the history and growth of the American people, that by emigration and intermarriage, the different elements of our population are constantly being fused in such a manner as to prevent the formation or perpetuation of distinct provincial types. In spite of the difference in origin between the several colonies, they had not long been united under a common government, before the lines of demarcation, which had been much more sharply defined at an earlier period of their colonial history, began gradually to appear less distinct. Sectional peculiarities have not entirely disappeared, it is true, and perhaps will never disappear. The Southern man may continue to differ from the New England man, and the Western man from both; but by the operation of the causes we have mentioned, these different elements are constantly being stirred up and mixed together, and prevented from settling down and crystallizing into separate and homogeneous masses. Baltimore, from its central position in a middle or border State, furnishes many illustrations of this fact. Its population is drawn from all portions of the country. The Puritan tree has here sent up its shoots, and the Southern vine has shed its clusters. The people of Baltimore are essentially a people of mixed blood, uniting the qualities both of their Northern and Southern neighbors. The men of the Mayflower stock and Puritan lineage, have found a home here, side by side with the descendants of the cavaliers, and of those who came over in the *Ark* and *Dove*.

Edward Fitz-Randolph and Elizabeth Blossom, were among those who came to this country from Nottingham, England, in the *Mayflower;* the former in 1630, the latter in 1620, her first voyage. These two were married in 1646, and had eight children; their descendants now are scattered, probably, through half the States in the Union. They certainly did their part, these old Puritans, towards fulfilling the divine injunction, which is inscribed upon the great seal of Maryland as the State motto. Joseph, the fifth child of Edward and Elizabeth Randolph, and who was born in 1656,

had twelve children. Joseph, his second child, who was born in 1690, also had twelve children, and his fifth son, John Randolph, born in 1752, and who settled on the Raritan river, in New Jersey, had eight children. The fourth child of John Randolph, who was named Thomson, and who was the father of the subject of the present sketch, was born March 3d, 1781.

The facilities for education in New Jersey in those days, were somewhat meagre, and Thomson Randolph left his father's house at the age of twenty, with but a limited knowledge of the rudiments of learning. By dint of energy and perseverance, he afterward became proficient in the various branches of a good English and mathematical education, and was subsequently a successful teacher of youth in Cecil county, Maryland, and for a long series of years in Baltimore city. Honesty and industry were the lessons he inculcated upon the minds of his pupils and children, and Pope's familiar line,

"An honest man's the noblest work of God,"

was his favorite maxim. He bequeathed to his family but little beyond the legacy of a good name; but that he had taught them to cherish as more valuable than riches.

His eldest son, JOHN WILLIAM RANDOLPH, was born in Elkton, Cecil county, Maryland, on the twentieth day of June, 1808. He was educated principally by his father, and was anxious to embrace, in his studies, the languages, particularly Latin and Greek, but his father's advice was: first master your own language thoroughly, before you attempt to acquire another, and that enough may be learned through the medium of the English tongue alone to occupy fully the attention of most men in the ordinary pursuits of life.

After spending a year and a half as an assistant to his father in teaching, young Randolph obtained a situation, at the age of eighteen, as a clerk, at one hundred dollars per annum, with William Denny, who at that time conducted the largest ship-joiner's business in Baltimore, besides being owner of an extensive lumber yard. In this employment Mr. Randolph continued for ten years. In 1834, he became a partner with Mr. Denny in the lumber business, under the firm of Denny & Randolph. Mr. Randolph still retains an interest in the same lumber yard, the business of which is now carried on by Randolph, Brothers & Co.

During the half century in which Mr. Randolph has resided in the city of Baltimore, he has been usefully and honorably identified with various movements and enterprises of public utility. Some of

these deserve a few words of passing mention, the scope of a sketch like the present, not admitting of more.

Having been trained to appreciate the advantages of a thorough English education, it is not strange that Mr. Randolph should have early manifested a warm personal interest in the public school system of Baltimore, which was inaugurated in 1828, his father and his eldest sister being among the first public school teachers. From a feeble beginning, the public schools of Baltimore have grown to be both numerous and popular. Ten years after their institution, there were, in 1838, but eight schools in the city, all of the same grade, with six hundred and seventy-five scholars on the rolls, the total yearly expense to the city being $4,800. Mr. Randolph had been a Commissioner of the Public Schools for one or two years previous to 1838, and in that year was chairman of the Committee on Education in the City Council. He took an active part in the effort which was then made for the resuscitation and improvement of the feeble and languishing public school system. The idea seemed to prevail at that time, that they were pauper schools. A proposition to establish a high school, in which the more advanced branches of learning should be taught, had been defeated, upon the ground that it was an improper innovation, and tended to create invidious distinctions among the pupils. A new era had now dawned, however, in the history of the public school system of Baltimore. Authority was obtained to establish a high school; liberal appropriations were secured, both for building school houses upon a suitable plan, with proper regard to light and ventilation, and for the general support of the schools as newly organized. In all this, Mr. Randolph took an active part, and he has lived to see from that day the progress and improvement of the schools continue without interruption. Since that time the general features of the system have been extended throughout the State, while in the city, primary and grammar schools have been established in nearly every precinct, including schools for colored children. On the 1st January, 1870, there were 119 public schools in Baltimore city, conducted by 558 teachers, and with 20,913 scholars upon the rolls.

Another subject of vast importance to the citizens of Baltimore, which engaged Mr. Randolph's active attention, was the question of securing a full supply of pure water. In 1852, a commission was appointed by the Mayor and City Council, to examine the various streams near the city, and report a plan for furnishing a free supply of pure water, sufficient to meet the wants of a city of 500,000

inhabitants. Joshua Vansant, Ross Winans, John W. Randolph, John King, J. J. Turner, and James Murray, constituted this commission. After the question of a new water supply had been voted upon by the citizens, a Water Board of six persons was created, to serve without pay, and to superintend the construction of the new works. Mr. Randolph was a member of this board, and acted as secretary, retaining his position in the board until 1866, under four successive changes of municipal administration, a gratifying tribute to the fidelity with which he had discharged his duties.

In the administration of the McDonogh bequest, a fund bequeathed by John McDonogh, a wealthy citizen of New Orleans, but a native of Baltimore, to the two cities, for charitable and educational purposes, Mr. Randolph also filled a useful and conspicuous part. From 1858, until 1867, he was President of the Board of Trustees appointed to receive from the agents who were entrusted with the division of the estate, the city's share of the proceeds. The greater part of the estate was sold in 1859, one-fifth payable in cash, the balance in four equal annual payments. The cash payments, and those which fell due in 1860, were generally met, but for several years subsequently, there was no direct communication between Baltimore and New Orleans, owing to the civil war. Finally, in the Spring of 1863, the city of New Orleans being then in the possession of the United States forces, Mr. Randolph was appointed sole agent of the McDonogh estate, and was instructed to go to New Orleans to obtain information as to the condition of the fund. Obtaining a permit from the Secretary of War, Mr. Randolph started on his mission. Upon reaching the Double-head Shot Keys, the steamship *Marion*, in which he had taken passage, was wrecked, and all the passengers landed on the Island of Cuba. Thence Mr. Randolph subsequently succeeded in reaching New Orleans. He found that most of the persons who were indebted to the McDonogh estate had left the city, and that the people who had suffered greatly by the war, were in no condition to pay claims. Upon a second visit, in 1865, he was more successful, and a large proportion of the amount due was collected. The entire charge of the McDonogh fund was now confided to Mr. Randolph, until there was a change made in the board of trustees, in 1866, and a new board appointed. When Mr. Randolph surrendered his trust, there was transferred to the new board $518,000 in city stock, the small amount of cash on hand, and the title-deeds of property purchased for a site for a Manual Labor School and Farm, which had cost $42,000. When, subsequently, it was decided to abandon the site

chosen, this property sold for $20,000 more than it had cost. These particulars illustrate the fidelity and judgment with which Mr. Randolph discharged the various important trusts which have from time to time been confided to his keeping. For many years he was a Director of the Canton Company, and for several years its president. During the past twenty-seven years, he has been Treasurer of the Fell's Point Savings Institution, which, since 1863, has been known as the Second National Bank of Baltimore, and of which he is the present Cashier.

Mr. Randolph took an active part in the organization of the "Association for the Improvement of the Condition of the Poor," in the year 1848, and was one of a committee appointed to draft the constitution under which it has worked successfully for twenty years. For many years he was the treasurer of this association, which distributes its benefits without distinction of race, nationality, or religion. This association annually receives and disburses $25,000, and has relieved 2,784 families, comprising 9,634 individuals, in the course of a single year.

Although called upon to fill so many and such important public trusts, Mr. Randolph has never been, in the party sense of the word, an active politician, nor even an extreme partisan. In former days he supported the old Whig party, and during the trying period of the war declared himself an unconditional Union man. Mr. Randolph is a member of the Methodist Episcopal Church, in which body he has filled various important positions. His whole life has been largely devoted to the performance of public duties, and he is justly ranked among Baltimore's most useful and public-spirited citizens. He has always resided in the eastern portion of the city, where he first settled fifty years ago, which was, at that day, the seat of an active commerce, and which has increased four-fold in population within the period of his residence. To return to the point from which we set out, we have in Mr. Randolph's busy, useful career, and in the solid traits of character which he has exhibited, an illustration of the sturdy virtues of the old stock, from which he is descended, transplanted to the genial and friendly soil of his native Maryland.

(*Integer vitæ scelerisque purus.*)

WILLIAM GEORGE READ.

THE simple outline of a life, which, for a period of over thirty years, was intimately associated with the literary and professional, social and political history of Baltimore, will, it is hoped, prove an interesting, and not inappropriate pendant to the portraits of some of those more active and stirring characters, which are presented to the readers of these pages.

This distinguished gentleman and ripe scholar, was the youngest son of Jacob Read, of Charleston, South Carolina. He was born September 11th, 1800, at his parents' summer residence, in the city of Newport, Rhode Island, where, even at that early date, the South Carolina families were accustomed to find a refuge from the heat and malaria of their homes, and to enjoy during the months of July and August, the delicious climate and refreshing breezes of that now popular resort. At Newport, Mr. Read was left by his parents (probably for the benefit of his health) until he was seven years old, in the family of the Rev. Mr. Dehon, who afterwards, became the Protestant Episcopal Bishop of South Carolina. These early associations, laid the foundation for the respect and esteem which he always expressed for that thrifty, hardy, contentious New England race, whose form of prayer was not inaptly termed a "wrestling with the Lord;" whose first settlers removed the countless stones from the barren fields, to find a place to sow their seed, and whose log houses also served their sturdy families for forts.

Mr. Read's father, a man of rare ability and cultivation, was a student of law in the Middle Temple in London, at the breaking out of the American war of Independence. He returned at once to his home and country, entered the American army as a volunteer, was taken prisoner, and was confined in the Casernes prison of St. Mark's, in Florida. Upon the close of the war he was elected by his fellow citizens to a seat in the United States Senate.

While attending the sessions of that then illustrious assembly, he became affianced to Miss Ariana Calvert, a descendant of Lord Baltimore, but the young lady's family objected so strongly to her removal from Maryland to the far southern land, that the engagement was cancelled. Some years after this General Read married Miss Catherine Van Horn, of New York. This lady, who was the mother of Mr. WILLIAM GEORGE READ, the subject of this memoir, is believed to have been a descendant of the unhappy Philip de Montmorenci, Count Van Horn, who perished on the scaffold with Egmont, June 5th, 1568, the tragedy so pathetically described by Schiller, in his History of the Revolt of the Netherlands.*

In the rotunda of the Capitol at Washington there is a large painting, representing General Washington resigning his commission at Annapolis. Conspicuous among the group of Senators in attendance, is the figure of Jacob Read, who stands on the right of General Washington. Mr. Read's ancestors first settled at New Castle, in Delaware, where the tomb of Sir William Read's family is still preserved just at the door of the Episcopal Church.

At an early age, William George Read, after diligent preparation, entered the Sophomore Class in Cambridge College of Harvard University, and graduated with the first honors, in 1820, in a class of fifty-seven, containing such men as Joseph Thornton Adams, Thaddeus B. Bigelow, Warren Colburn, John Sandford Dart, Andrew L. Emerson, William Henry Furness, Ezra Stiles Gannett, William Kneeland Hedge, the two Pierces, William Taylor Potter, George W. Sargent, Stephen Schuyler, Henry G. Wheaton, and others.

Upon leaving college he began the study of the law, under the celebrated Andrew F. Hunter, of Newport, but finding the winter there too rigorous for his constitution, he removed, in 1822, to Baltimore, and entered the office of Robert Goodloe Harper. Here he met and became intimate with George R. Richardson, John H. B. Latrobe, John Hanan, John J. Lloyd and other prominent men.

During this period, being himself over six feet three inches in height, Mr. Read raised and commanded a company of grenadiers, of which Mr. George E. Sangston, late Clerk of the Superior Court of Baltimore City is one of the few survivors.

An oration in aid of the Greeks, which Mr. Read delivered in the theatre while still a law student, was very highly extolled, and much admired for its classical taste and fervid eloquence, and when

* Forty-two portraits of the Van Horn family were destroyed by the great fire in New York, in 1836.

admitted to the bar by the late Judge Magruder, he was the recipient of a special compliment from that eminent jurist, on his legal knowledge and acquirements.

His sister, Miss Cornelia Read, a brilliant and beautiful woman, was already married to the eldest son of Colonel John Eager Howard, one of Maryland's revolutionary heroes, and one time Governor of the State. This connection soon led to an attachment between Mr. Read and Miss Sophia Catherine Howard, second daughter of Colonel Howard. They were married on the seventh of May, 1825, and the following year removed to the South. In the spring of 1827, Mr. Read was elected Principal of the South Carolina College, an institution organized for the purpose of educating the Southern youth in their own land. But he did not long remain in this position, as the death of Colonel Howard brought Mrs. Read into the possession of property in Baltimore which required his personal attention and care in its development. Colonel Howard's estate, which extended from beyond Belvidere, down North street on the one side, and Greene street on the other, as far as the water, was left equally divided by Colonel Howard among his children and grandchildren, giving a handsome fortune to each of them. As an evidence of the rapid increase of the value of property in Baltimore at that time, this estate is said to have been offered for sale in 1780, and only valued by the owner at five hundred Mexican dollars. Both Mr. Read and his sister, Mrs. Howard, had embraced the doctrines of the Catholic Church, and feeling a conscientious reluctance to having the charge and responsibility of owning slaves, Mr. Read not only gave to his slaves their freedom, but he also became a zealous advocate for the colonization of the negroes in Africa; sending, himself, several young men to Liberia, to whom he gave an outfit, and one hundred dollars to each;—but his philanthropy availed them so little, that some of them soon wrote to beg him to pay their passage back to America.

From this time forward Mr. Read became a permanent resident of Baltimore, devoting himself to his professional and literary pursuits. He also took an ardent interest in politics; he cherished a firm belief in the right of the people to make their own laws, and in their power to govern themselves. Ever a thorough and consistent Democrat, he earnestly supported General Andrew Jackson in his war against the United States Bank, and the nullification doctrines of Calhoun. Frequently brought into contact with the late Chief Justice Taney, he bore to that pure and eminent Statesman and Jurist the most exalted friendship.

For fifteen years, his interest in political questions never flagged, and it was Mr. Read's voice that was ever the first to proclaim from the windows of the office of the old "Republican and Argus" paper, the news of some great victory, to the assembled crowds of cheering and enthusiastic Democrats; yet he never consented to accept office from the people, asking only to be permitted to serve and advise them; thus presenting the rare spectacle of a disinterested politician.

During this period his mind was never idle; composing memoirs, delivering orations and lectures, on every subject of local, patriotic or religious interest. From among these we cite an oration at the Centenary Celebration of the founding of Baltimore City; one before the Agricultural Society, and another on Temperance; a Fourth of July oration, and one delivered at St. Mary's in 1844, commemorative of the landing of the Pilgrims in Maryland; another on the same subject, delivered in Philadelphia in 1845. He also gave an admirable lecture on the subject of Homœopathy, then first coming into notice, and published a Memoir of the Life of St. Thomas of Canterbury.

"Nihil teligit quod non ornavit."

Mr. Read's personal courage was unquestioned. During the dangerous riots of 1835, he placed himself at the head of a few brave spirits who volunteered to defend the Convent of the Carmelite Nuns, in Aisquith street, which was threatened with an attack by a fanatical mob. Summoned as a witness in the matter before the House of Delegates, he was questioned: "What did you intend doing if the mob had broken into the Convent?" and the late Judge Glenn described the effect as "electric," produced by his firm reply—"to have died on the threshold!"

Of Mr. Read's character the most distinguishing traits were an unblemished honor, and an unswerving integrity—he was a brilliant lawyer and an accomplished scholar—a warm friend and an humble Christian—

"He never writ a flattery,
Nor signed the page that registered a lie."

The late Cornelius Howard of Baltimore county, having designated Mr. Read in his will to lay off and divide his estate among his devisees, this tribute to his integrity and worth proved, eventually, the cause of his death; for in the zealous performance of this

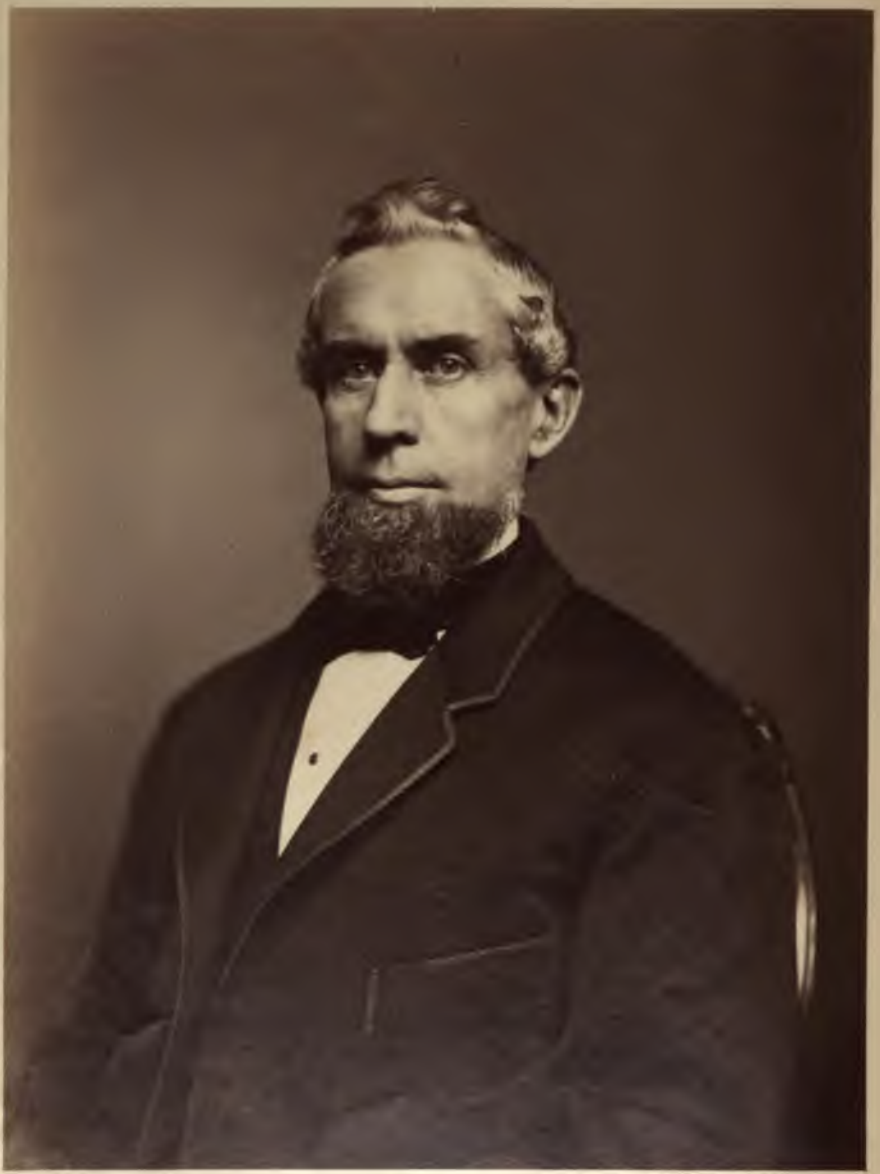
duty, he contracted the disease, which in the spring of 1846 became suddenly acute, and after a few days' illness he died on April 7th, of that year. We regret that we are unable to present a portrait of William George Read. Modest and unpretending, he ever refused to have one taken. The following lines, written by him in his Prayer Book, well express his real aims and feelings:

My life is like the desert spring,
  The less disturbed the less 'tis known,
Nor gold nor glory's minions bring
  Their tribute to its margin lone.

Yet sometimes there perchance may stray,
  Some wanderer scorched by summer's beam,
To pause upon his weary way,
  And bless the silent humble stream.

So thus aloof the jarring crowd,
  Would I my tranquil future see,
Flow on unheeded by the proud,
  But dear to some forgot like me.





C Reeder



C. Reeder

CHARLES REEDER.

In recording the deeds of those men who have deserved well of their country, the chronicler is too apt to give undue prominence to those whose actions are most conspicuously performed, or are of such a nature as to strike the popular imagination—the soldiers, the politicians and the orators of the time. But, while these have their due meed of praise, it should never be forgotten, that the strength of a State rests upon other basis than these. It is the working class, the men of labor, from the humblest workman that plies hammer, saw or file, to the great marshals and captains who lead the armies of labor, to campaigns far more glorious than the bloody triumphs of Waterloo or Sadowa, that build up the true prosperity of the State, and lay the firm foundations which bear up the proud superstructure of art, letters or military glory. It is to one of these that the present sketch refers.

Charles Reeder was born in Baltimore on October 31st, 1817. His parents, Charles and Elizabeth Reeder, were Pennsylvanians by birth, but removed to Baltimore in 1813, where Mr. Reeder, senior, established himself as a machinist and engine builder, and constructed the first steamboat engine that was built in this city. He soon acquired a wide reputation, and though not a competitor in the first attempts to construct locomotive engines, yet the first successful engine introduced on the Baltimore and Ohio Railroad, and which continued in use for many years, was one which had been improved according to Mr. Reeder's designs, and rebuilt in his workshops.

Mr. Reeder, junior, the subject of this sketch, left school at the age of fifteen, after acquiring the elementary education usually taught in private schools in those days, and commenced to learn the machinist's trade in his father's workshops. His hours of leisure he employed in the study of mathematics and mechanical philosophy, under the tuition of an accomplished mathematician, Mr. J. J. Reekers. He also attended lectures at the University of Maryland, and from these and other sources, acquired a knowledge of chem-

istry, and the natural laws which have a bearing upon the steam engine. Combining, thus, theoretical knowledge with the technical skill acquired in the shop, and obtaining a just conception of the laws which governed the facts upon which his practical instruction was grounded, he in this way laid the foundation of his subsequent success as a mechanician.

In the years 1836–37 and 1838, being then a member of the firm of C. Reeder & Sons, and foreman of the machine department, he assisted in the construction of several steamers, which, in their day, were considered first-class vessels. One of these was the *Natchez*, built to run between New York and Natchez, Mississippi.

In 1838 a heavy disaster befell the firm; the entire works were destroyed by fire, involving a heavy loss. The expense of rebuilding brought them into financial embarrassment, from which they were not free for several years.

In January, 1842, Mr. Reeder commenced business in partnership with his elder brother, under unfavorable circumstances; but by dint of energy and perseverance, succeeded, in a few years, in restoring the credit and consideration which the establishment had formerly enjoyed. This partnership lasted for five or six years, when the elder brother withdrew, and assumed the management of a line of steamers, of which he was in part owner.

The first contract which Mr. Reeder undertook individually, was to furnish the machinery for a mail steamship to run between Charleston and Havanna. This ship, the *Isabel*, was completed in 1848; and her successful performances attracted the attention of builders in northern cities, engaged in the construction of ocean steamers. Some of the improvements which Mr. Reeder had introduced in the *Isabel* were of such importance, that not only were they adopted in the construction of subsequent steamers for ocean navigation, but many of those already built were altered; and the improvements first applied in the *Isabel* became a general feature of ocean paddle-wheel steamers.

From these works a number of ocean, bay and river steamers have since been supplied with machinery, and their performances have fully sustained the reputation which the establishment has enjoyed for half a century.

Since 1866, the establishment has been conducted by the firm of C. Reeder & Company; the other partners being Mr. Reeder's younger brother and his sons. Their latest production of note is the City Ice Boat, *Chesapeake*, a powerful steamer contrived for keeping the harbor-channel open in winter, by crushing a way through the

ice, and supplied with the necessary apparatus for rendering relief to vessels in distress. The machinery of this boat, intended for a special service, and requiring some peculiarities of construction, was designed and made in C. Reeder & Company's works. The boat has been fully tested by actual use, and is believed to be unsurpassed in power and efficiency, by any vessel of the kind in the United States.

As the legitimate reward of thirty years' devotion to his business, Mr. Reeder has amassed a handsome, though not opulent fortune, and is largely interested in several steamship lines, as well as a stockholder in several banks and insurance companies in the city.

In a work published in 1856, entitled "*Leading Pursuits and Leading Men*," the following remarks were applied to Mr. Reeder: "He is emphatically a practical man, thoroughly versed in every department, having both the ability and disposition to execute his own drawings, and make his own calculations. Although manufacturing mill-work and other machinery, yet his fame justly rests upon the manufacture of engines for ocean and river steamers, in which he is not excelled in this country."





B. W. Richardson.



T. H. Richardson.

BEALE HOWARD RICHARDSON.

The subject of this sketch is the descendant of ancient and respectable ancestry on both sides, among whom are included several names of some note in early Maryland history. His forefathers on the paternal side were among the earliest settlers of the colony, and took up large tracts of land under the first Lord Proprietary. Mr. Richardson's paternal grandfather was a soldier in the Revolutionary war, and was killed in a skirmish in the earlier part of the struggle. His maternal grandfather, Colonel John Beale Howard, was an officer in the Continental service during the same period.

Mr. Richardson's father was a minister, who devoted his whole life to the duties of his spiritual calling, and mingled but little in the affairs of the world. In the earlier period of our history the English custom of transmitting the patrimonial estate, undivided, to the eldest son, from generation to generation, was still adhered to by many of the older families; and in this way the original domain in Harford county, allotted to his ancestor in the time of Charles the Second, still remained the family homestead, and upon it Mr. Richardson was born in 1799.

At a very early age he took a strong interest in the public questions of the day, to which his father exhibited such indifference; and at the age of sixteen he contributed to the press, and very soon afterwards began to take an active part in the political contests. Though his father belonged to the old Whig party, and was a subscriber to the *Federal Republican*, Mr. Richardson became the advocate of the principles of the Democratic party.

The Presidential canvass of 1824, and the deep importance of the issues then pending, aroused great excitement throughout the whole country. The names of Adams, Clay, Crawford, and Calhoun were all before the people as candidates, while a strong party, chiefly of the younger men, were supporting the name and urging the claims of Andrew Jackson, whose defence of New Orleans was still fresh in their memories. It was this latter party that enlisted the sympathies and received the support of Mr. Richardson, and he soon

became conspicuous as an active partisan. He called the first meeting of the supporters of General Jackson which was held in the county, drafted the resolutions, and was appointed a delegate to the Convention to nominate an Elector for the district.

At the election Mr. Richardson took a prominent part, and nominated the Elector who was chosen. The contest was a very animated one, and brought out the entire strength of the three counties, Harford, Cecil and Kent, which then composed the electoral district; and it resulted in the choice of the Elector nominated by the Jackson party. But though the electors of this party had a numerical majority in the college, they did not amount to a constitutional majority of the whole, and the election, in consequence, went to Congress, by which body John Quincy Adams was chosen sixth President of the United States.

In 1826 Mr. Richardson came to the city of Baltimore, with the view of embarking in some business more congenial to his tastes than farming, and took a position as salesman in a dry goods establishment, where he soon acquired a knowledge of the business and won the confidence and esteem of his employers. A more advantageous position was soon opened to him in the form of a partnership with his brother, who had been engaged for some years in the trade; but, though devoting himself with zeal to the duties of his business, he still found time both to write and speak in favor of the Democratic candidate for the Presidency, and soon became known as an active champion of the principles of that party.

In 1835 he was unanimously nominated by the Democratic Convention as a candidate for the House of Delegates of Maryland, and after a contest of unusual severity, he received the election. At that time the city of Baltimore was allowed but two delegates in the House, the same number that were sent from Annapolis.

In this campaign an incident occurred which materially contributed to the success of Mr. Richardson on his first appearance as a candidate for public office. It was the custom at that time for the Democratic and Whig candidates to meet together by publicly notified appointment, and address the assembled people alternately, when their addresses frequently assumed the form of a lively debate. Early in the campaign a grand political meeting and barbecue was held on Hampstead Hill. Oxen, sheep and hogs were duly roasted whole, and barrels of whiskey broached to feast a voracious and thirsty public, overflowing with patriotic enthusiasm and proudly conscious of their lofty position as citizens of "the greatest country in the world." When their minds had reached

this happy pitch, the speaking began. When Mr. Richardson presented himself on the platform, cries arose from all parts of the crowd,—"Who are *you?*" "What's your name?" The speaker announced his name, and was about to commence his address, when the venerable General Stansbury, the chairman of the meeting, came forward, and, interrupting him, said to the crowd, "My fellow citizens, let me say a word for the young man. I tell you he comes of a good stock. His grandfather was the first man to shoulder a musket with me in the Revolutionary war; and I tell you there is virtue in blood. You may rely upon him!" This little speech had quite a telling effect upon the crowd; and when Mr. Richardson again came forward to address them, he was received with enthusiastic applause. He thanked the General for his endorsement, and said,—"An old friend, who is well known to you all, has told you that I come of a good stock. Yonder"—pointing in the direction of the Battle Monument—"upon that roll of honor you will see the names of two of that stock who fell at North Point in defence of our city. This, I trust, will prove to you that the stock has not degenerated, and that I am not unworthy of your confidence." This incident, slight as it may seem, had no small effect in increasing the popularity of Mr. Richardson, and in strengthening the hold which his zeal had given him upon the affections of his party.

In the House of Delegates, Mr. Richardson showed himself a fearless, active and useful member, and was recognized as one of the leaders of the Democratic party, in whom they placed a confidence that was never shaken. In 1836, he was again elected to the Legislature, and took an active part in the great reform measures that were then organized. During this session, also, the subject of internal improvements became one of the leading questions of legislation, and about the same time, the great appropriations for the railroads and canals were made. Mr. Richardson took a prominent part in the debates, and was one of the foremost in maintaining that the interests of the city and State were identified with the completion of the great line of railway to the Ohio. In consequence of the views he advocated, and of the interest he displayed in that great enterprise, after the adjournment of the Legislature, he was appointed by the Governor a State Director of the Baltimore and Ohio Railroad. At the next election, Mr. Richardson was again returned to the Legislature, and served with increased zeal in the interests of the city, and at the extra session of June, 1837, when the final contest in favor of the great internal improvement

was favorably settled. Having served four consecutive sessions in the Legislature, two regular, and two extra or called sessions, Mr. Richardson desired to retire to private life, and devote himself to his own special business. But in 1840, one of the then Delegates to the House, John C. Legrand, having been appointed Secretary of State by Gov. Thomas, Mr. Richardson was again called upon by the Democratic Convention to take the vacant place. At this election, he was returned by a very large majority. In 1843, Mr. Richardson was nominated and elected to the second branch of the City Council, where he advocated the cause of the road with his usual zeal, and assisted in securing the aid of the city in behalf of this great improvement. At the next semi-annual election, he was again returned; and to his untiring exertions was the city mainly indebted, at the time, for the improvement of the squares around the Washington Monument, which, up to that period, had been totally neglected, and were a public nuisance, instead of an ornament and comfort, as they now are.

During all this period, Mr. Richardson had been a constant contributor to the columns of the Democratic press; and in 1846, he was selected as Editor of the *Baltimore Republican*, then the only Democratic paper in the city. In 1848, he sold out his dry goods business, and purchased an interest in the paper, of which, some years after, he became sole proprietor, and continued to conduct it until its final suppression by General Schenck, in 1863, on account of its Southern sympathies.

Mr. Richardson was appointed by the Governor, one of the original Managers of the House of Refuge, and took an active part in the establishment of that useful and beneficent institution, designed to rescue the young of both sexes from misery, and reclaim them from vice and crime. He was one of the committee appointed to select a site for the buildings, who, after the examination of many locations suggested, selected and recommended to the Board the beautiful and commanding position the House now occupies. He was also an active member of the committee charged with the contracts for the erection of the inclosing wall, and the commencement of the building; and in furtherance of its interests, he, with several others, was chosen to wait upon the Legislature, and press the claims of the institution upon the State, and they succeeded in awaking in that body a strong interest in its behalf, which was manifested by a liberal appropriation at the time, and has still continued to influence them.

At the the earnest solicitation of Gov. Grason, Mr. Richardson

accepted the appointment tendered him, of the Financial Agent of the State Prison, acting as such for twelve months, when he was compelled to resign by the pressure of his private business. Some fifteen years later, he served for several years as President of the Board of Directors of the same institution, taking an active part in endeavoring to improve its administration. He acted for four years as appraiser of merchandise, at this port under the administration of President Buchanan. When the Republican newspaper was suppressed, in 1863, Mr. Richardson was summarily arrested, and was put through the lines at Charlestown, Virginia, by order of the military commandant. He immediately proceeded to Richmond, by way of Winchester and Staunton, at both of which places he was hospitably received and entertained. In the beleaguered city of Richmond, he met many friends, old and new. Leaving Richmond, he spent some weeks in Athens, Georgia, at the residence of the Chancellor of the State University, and then went to Montgomery, Alabama, where he remained for eighteen months, until the close of the war. During this period, he was the guest of Judge Bibb, enjoying the refined and courteous society, which at all times, gathered around that high-toned gentleman. Positions of honor and emolument were tendered to Mr. Richardson, giving him both employment and profit, and rendering his exile from home much less painful than it would otherwise have been. He acted as editor of the Montgomery Mail, the leading paper of the city, for several months. After the evacuation of Richmond, Mr. Richardson left Montgomery, and after a long and fatiguing travel, through Mississippi, Tennessee, Kentucky, Ohio and Pennsylvania, he reached his home once more, on the first of June, 1865. In 1868, he was appointed as one of the Judges of the Appeal Tax Court, which position he now fills. During the last forty years, he has held, in addition to those mentioned, numerous other positions of honor and trust, public and private. And to this day, he retains the same keen interest in public affairs, and in all that tends to the social and business advancement of the community, which has ever marked him. Commencing more than half a century ago, to write for the press, he still contributes largely to both the secular and religious journals of the day.





Wm Schley

WILLIAM SCHLEY

WILLIAM SCHLEY, for many years [illegible] one of the most [illegible] whom the State of Maryland has [illegible] brick town, [illegible] Frederick city. [illegible] The Schleys were among the earliest [illegible] State, having emigrated to this [illegible] Schley, the great grandfather of the [illegible] head of a colony, consisting about [illegible] less and Huguenots, [illegible] of France, [illegible] settled in the beautiful [illegible] city is situated. A [illegible] called *The Key*, published [illegible] 27th, 1798, has the following [illegible]

"The first house" in Fre[illegible] in 1746. This gentleman [illegible] after having had the [illegible] habitation of bears, wolves, [illegible] the gloomy savage, [illegible] a fertile country."

[illegible] father of Mr. Schley [illegible] [illegible]' Court of Frederick [illegible] sions in the State [illegible] portant and lucrative [illegible] a much respected [illegible]



F. P. Ackley

WILLIAM SCHLEY.

WILLIAM SCHLEY, for many years one of the leaders of the Baltimore bar, and one of the most distinguished and successful advocates whom the State of Maryland has ever produced, was born in Frederick town, (now Frederick city,) Maryland, October 31st, 1799. The Schleys were among the earliest settlers of that portion of the State, having emigrated to this country in 1735, when Thomas Schley, the great grandfather of the subject of this sketch, at the head of a colony, comprising about one hundred families, of Calvinists and Huguenots, natives of France, Switzerland and Germany, settled in the beautiful valley of the Catoctin, in which Frederick city is situated. A local weekly magazine of the last century, called *The Key*, published in Frederick town, under date of January 27th, 1798, has the following paragraph:

"The first house" in Frederick "was built by Mr. Thomas Schley, in 1746. This gentleman died in the year 1790, aged seventy-eight, after having had the satisfaction of seeing a dreary wood, late the habitation of bears, wolves, &c., and the occasional hunting ground of the gloomy savage, converted into a flourishing town, surrounded by a fertile country."

The father of Mr. Schley was for many years Chief Judge of the Orphans' Court of Frederick county, also represented the county for several sessions in the State Legislature, and filled for nearly twenty years the important and lucrative office of clerk of Frederick County Court. He was a much respected and honored citizen.

The subject of this sketch graduated at Nassau Hall (College of New Jersey) in 1821, and took the first honors *solus* in every department of study. Shortly afterwards he entered upon the study of the law, and being called to the bar in 1824, commenced the practice of the profession in Frederick county. There Mr. Schley continued to reside until 1837, enjoying an extensive practice in that and the adjoining counties of the circuit. In 1837 he removed to Baltimore, where he rapidly rose to distinction at the bar, having a very large docket of heavy causes in the local courts and in the Court of Ap-

peals, and being occasionally called upon to engage in the trial of cases in courts outside of the State.

Prior to his removal to Baltimore, in 1824, the same year in which he came to the bar, Mr. Schley married a daughter of General Samuel Ringgold, of Conococheague Manor, in Washington county, Maryland. This lady, who died in June, 1870, was a sister of the gallant Major Samuel Ringgold, of the United States army, who was killed at the battle of Palo Alto, May, 1846, in the Mexican war, and also of the late distinguished Rear Admiral Cadwallader Ringgold, of the United States Navy.

In 1836, Mr. Schley was elected a member of the Senate of Maryland, and served throughout the entire session of 1836–37, and part of the session of 1837–38, when he resigned in consequence of having removed his residence to Baltimore, and also with the object of giving his attention more closely and unrestrictedly to his profession. In 1836, the question of constitutional reform created great agitation throughout the State. As Chairman of the Judiciary Committee in the Senate, and more especially as Chairman of the Committee on the Constitution, Mr. Schley necessarily bore a conspicuous part in the discussions and proceedings which then took place, and in fact prepared and reported the draft of the Constitution of 1836, which proved unsatisfactory to some leading members of the reform party. In the discussions which followed, it was reported to Mr. Schley that remarks had been made by William Cost Johnson, reflecting upon his action in the matter, and in fact ascribing his course to personal motives, and to his relationship to persons in office, whose offices would have been abolished if the views of the reformers had prevailed. Resenting the imputation upon his official integrity, and having no reason to doubt that Mr. Johnson's words had been correctly reported to him, Mr. Schley sent that gentleman a peremptory challenge, which was accepted, and the parties met near Alexandria, February 13th, 1837. There was but a single exchange of shots. At the first fire both were wounded, Mr. Schley but slightly, Mr. Johnson more severely. Mr. Schley was accompanied to the field by Daniel of St. Thomas Jenifer, of Maryland, and Governor Pickens, of South Carolina, who acted as his seconds. Mr. Johnson's seconds were Governor Henry A. Wise, of Virginia, and General Campbell, of South Carolina. Doctors Hall and Causin were in attendance as surgeons. Colonel Stewart, of Montgomery, was also present as a personal friend of Mr. Johnson, and the late James Alfred Pearce, and John Lee, of Needwood, were present as friends of Mr. Schley. General Waddy

Thompson, of South Carolina, was also upon the ground as a mutual friend, and as was subsequently understood, at the instance of Henry Clay, with the purpose of preventing, if possible, under any circumstances, a second fire. These four last named gentlemen had, however, no connection with the affair, nor was there any occasion for General Thompson's good offices. After the exchange of shots, with the result as stated, Mr. Johnson in the handsomest manner, and of his own accord, stated that he was aware of the inaccurate report which had been made of his language to Mr. Schley, and that the latter was perfectly justified in basing his challenge upon such report, and that he regretted that he had not felt at liberty, upon receipt of the challenge, to deny having uttered a single word reflecting upon or in any way impugning Mr. Schley's motives. The parties were reconciled upon the ground and remained warm friends thereafter. The affair received the name at the time of "the pattern duel," both from the extreme punctilio exhibited by the principals, and the exact observance by the seconds of all the rules and courtesies proper to such an occasion, and from the happy and becoming manner in which the meeting terminated.

Mr. Schley was never a member of either House of Congress. In 1838, his name was presented as a candidate for the United States Senate, but was defeated in caucus by a majority of one vote. On subsequent occasions Mr. Schley was urged to allow the use of his name for the same high position, but invariably declined. In politics he was always a decided Whig, but after his retirement from the State Senate never took an active part in politics, except in 1856, when Mr. Fillmore was a candidate, when he presided over a Whig ratification meeting in Baltimore city, and in 1864, when General McClellan was a candidate. At the same time, Mr. Schley was on terms of friendly and confidential intercourse with many of the distinguished public men who have now passed away. This was especially the case with reference to Mr. Clay, Mr. Webster, Mr. Crittenden, and General Scott, the two last named of whom he counted among his most intimate and cherished friends.

Mr. Schley's life and energies have been almost exclusively devoted to the profession of the law. At the age of seventy-one, he is still actively engaged in its practice, bearing his accustomed part in its contests and its labors, with little, if any abatement of his former powers, and none whatever of his professional spirit and zeal. As an advocate Mr. Schley has had few equals. Endowed with an intellect admirably qualified to deal with the intricacies of the law and to pursue the subtlest and most ingenious thread of argument,

and thoroughly trained in all the learning and resources of the profession, he possesses, in addition, the rare gift of a persuasive and attractive eloquence, which could invest with interest the driest subject of discussion, and lead the listener by insensible degrees to the point of conviction to which the skillful advocate desired to bring him. Mr. Schley's professional reputation has extended far beyond the limits of his own city and State, and no man is more frequently consulted by clients from abroad or in other States, or has heavier or more important cases entrusted to his management.

In personal and social intercourse he is distinguished by a winning courtesy of manner, and to the younger members of the profession he is uniformly kind and considerate. He is now one of the few remaining links between the lawyers of the last generation and of the present day, a representative of that great school of accomplished lawyers, now nearly passed away, who were nurtured and polished in the traditions, and formed upon the model of the English bar as it once existed—in the days when some of the elder Maryland lawyers, the Dulanys and the Carrolls of a century ago, received their professional training in the Inns of Court, or within the classical precincts of the Temple.

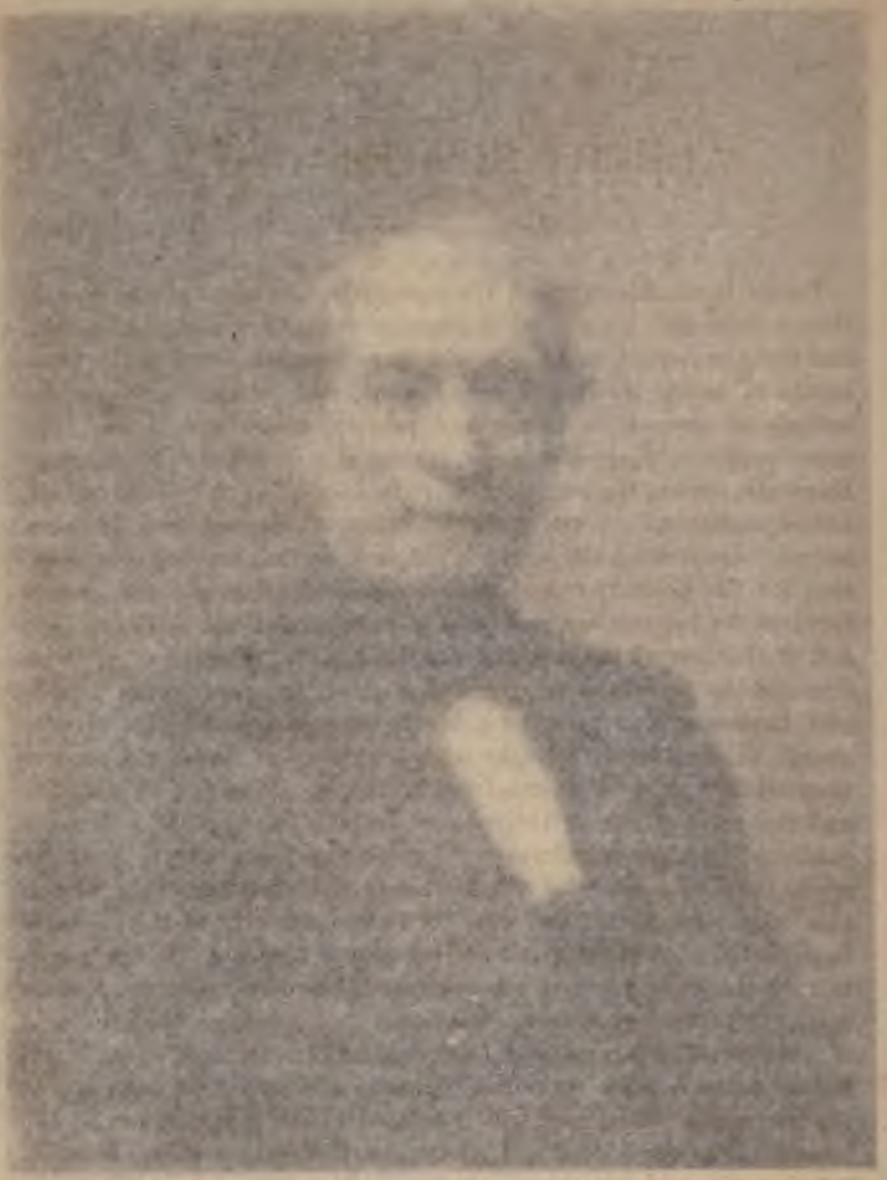
At the December, 1859, Term of the Court of Appeals of the State of Maryland, a tribute was paid to the ability of Mr. Schley, from which we make an extract. The case was one which excited much attention at the time, and the decision was one of great interest. That portion of the decision to which we particularly refer, will be found in Vol. 15, p. 489, Maryland Reports, *in re* of the Mayor, &c. of Baltimore *vs.* State, *ex rel.* of the Board of Police Commissioners. The Chief Justice said:

"The question next in order to be considered is, whether the USE of the property ought to be given, as demanded in the petition for the *mandamus*. It was in the discussion of this question, one of the counsel for the respondents, Mr. Schley, whilst animated by a zeal indignant against what he considered a violation of the great universal law which distinguishes right from wrong, '*quod semper, quod ubique, quod ab omnibus creditum est*,' poured forth in warm language his denunciation of the purpose and effect of the section, as if it wrought a spoliation of what he, and those whom he represented, held sacred as their right. None who heard it could have failed to appreciate the eloquence, nor the fervor which gave to it the charm of a forcible utterance. Its influence on the bench was, as it should have been, but momentary, and the question, in its original simplicity, reappeared for the calm judicial disposal."





H. Schumacher



ALBERT SCHUMACHER.

THERE is no finer type of the mercantile character, to be found, than is furnished by the old German merchants of the middle ages, and their modern descendants, who have been educated in the same habits of order, thrift and punctuality, and in the same precise notions of mercantile honor and probity. Nowhere is this type more perfectly preserved than among the merchants of the free Hanseatic cities, the remnant of that once powerful Bund, which united nearly all of the principal cities of Europe in a common league. How much the world is indebted to that famous confederation for the protection and development of commerce and manufactures, for the modern institutes of commercial and maritime law, and of the law of nations, and for the gradual triumph of civilization and the peaceful arts, over the manners and practices of a rude and lawless age, it would be beside the purpose of this present sketch to consider. Only the characteristics of those old traders unavoidably suggest themselves in the consideration of the life and character of one of their descendants. The spirit of enterprise exhibited by those merchants of former days, can only be properly appreciated by those who reflect, that in the middle age, the principles of international law were little understood, and still more imperfectly obeyed—that the adventurous trader in foreign ports, had for the most part only himself and his own resources to rely upon, for protection against imposition and robbery—that the seas were infested by pirates, and that regular consular and naval establishments were alike unknown. In the absence of all law, except the barbarous feudal law, which related chiefly to land, and to the personal relations of lord and vassal, the Hanseatic merchants established a wise and equitable code among themselves, founded partly upon natural justice, and partly upon the old Roman law, which, under the name of the *lex mercatoria*, or law merchant, as adopted and improved upon by enlightened judges, and systematized and incorporated into the legislation of modern States, constitutes the basis of almost all modern mercantile law. Above all, these old

merchants were eminently men of their word. In an age when there were scarcely any means of compelling the fulfilment of a contract by course of law, or of punishing a breach of faith, it was their boast, that the word of a simple Hanseatic trader, was worth more than that of a belted knight. Much of this old character is retained by the modern German merchants, particularly in the free cities, the inheritors of the privileges and fame of the Hanseatic League. There are, at this day, in Hamburg and Bremen, mercantile establishments which can trace back their history and pedigree for centuries. Into one of these old houses, it is esteemed a privilege for a young man to be received as a clerk. He is received not only into the counting room, but into the family of his employer, who regards him thenceforth with a sort of fatherly interest, watching over his health and morals, as well as superintending his business education, and exacting from him a strict performance of all the duties of his position. In those old-world establishments, business is not unfrequently carried on upon the largest scale, but at the same time, with a degree of system, order, economy, and an exact attention to matters of the pettiest detail, the advantages of which are too little known and appreciated on this side of the water, where a far more lax, reckless and irregular mode of dealing prevails.

It has been no inconsiderable advantage to the mercantile character of Baltimore, that a direct trade was early established between this city and the Hanse towns, and that cadets, or younger sons of some of the old mercantile families of Hamburg and Bremen were induced to settle here, and establish houses which have since risen to wealth and distinction by strict adherence to the good old German methods of commercial dealing. Among the foreign-born merchants who have been thus honorably distinguished in this community, there is none whose name is more widely or more favorably known than that of the subject of this sketch.

Albert Schumacher was born in the free Hanseatic city of Bremen, January 23d, 1802—the eldest son of an old family which traces its pedigree up to the fifteenth century, before the discovery of America, when Gottfried Schumacher held the office of Alderman of Bremen, and was subsequently elected Senator, which latter dignity, however, on account of his advanced age, he declined.

Albert Schumacher was early sent to school, and neither pains nor expense were spared in his education. His home-life in the family was very simple. In his seventeenth year he entered the counting house of H. H. Meier & Co., the youngest of eight clerks,

who, with one or two exceptions, according to the old German custom already alluded to, lived in the house of their principal, and all dined at the same table with him and his family. He gave entire satisfaction to his employer, evidenced at the following new year's day, by a present of a ten dollar gold piece, which in those days was considered quite handsome. The older clerks gradually leaving to fill other employments, his promotion was rapid. At the end of six years, he found himself in the honorable position of senior clerk,—authorized to represent the principals in their absence, and to sign bills of exchange and letters in the name of the firm. His immediate predecessor, C. A. Heineken, had gone as supercargo to Baltimore in 1823, and established himself in business in that city. It was at his instance that Albert Schumacher decided likewise to seek his fortune in America. He embarked at Bremen in the brig Constitution, and arrived at New York on the 1st of August, 1826, where he was met by Mr. Heineken. A copartnership was agreed upon, and Mr. Heineken left for Bremen the following month, with the view of forming new business connections, in which he was eminently successful. Soon after his return to Baltimore, a shipment to Mexico was determined upon in the interest of the firm. The schooner Monk was freighted with goods for Vera Cruz, and Mr. Schumacher sailed in her. He visited the capital of Mexico in the course of his venture, and in the spring of 1829 returned to Baltimore by way of New Orleans. During the following years he was actively engaged in business, and twice visited his native city, including in his tour, England, France, Holland, Switzerland and Italy. When his partner, Mr. Heineken retired from business in 1839, the office of consul for Bremen, held by him, was transferred to Mr. Schumacher, who, in 1844 was appointed Consul General for that and the sister republic of Hamburg. He also acted temporarily as Charge d'Affaires for the three Hanseatic Republics, during the absence of their Minister, and negotiated, as such, a treaty with the the United States in regard to the jurisdiction of their respective Consuls.

In 1859, his native city, in recognition of his services, sent him a diploma of honorary citizenship.

In his adopted city, Mr. Schumacher has received frequent and flattering testimonials of the regard and esteem in which he is held by his fellow citizens. In 1844, he was elected President of the German Society, instituted to aid indigent Germans, which office he still holds. For several years past he has been President of the Board of Trade of Baltimore, a Director in the Baltimore and

Ohio Railroad, and in the North-Western Virginia Railroad, a Director in the Savings Bank of Baltimore, in the Commercial and Farmers Bank, in the Safe Deposit Company, Maryland Sugar Refinery, Merchants' Mutual Insurance Company, &c. He is also a Manager of the Maryland Institution for the Instruction of the Blind, President of the Vestry of Zion Church (Lutheran) and of its School Board, and one of the Commissioners of the McDonogh Bequest,—a charitable fund left by the late John McDonogh, of New Orleans, for educational purposes. In attention to these and similar duties, a large part of Mr. Schumacher's time is taken up. And particularly in receiving and listening to his unfortunate countrymen, who apply to him for assistance and advice, and to whom, if really needy or deserving, he never turns a deaf or unwilling ear.

It should be mentioned, also, that Mr. Schumacher was one of the prime movers in the establishment of the present prosperous steamship line between Baltimore and Bremen, under the auspices of the North German Lloyds, the Presidency of which great corporation, is now held by Mr. H. H. Meier, junior, Mr. Schumacher's old friend and schoolmate, the youngest son of the head of the house in which he commenced his business career, and which has now been in existence nearly three-quarters of a century, and is favorably known in every quarter of the globe.

In conclusion, it may justly be said that Mr. Schumacher, is an admirable representative of the fine type of character to which allusion has already been made—the honest German merchant of the old school—enterprising, but not speculative—cautious, without being over-timid—strictly honorable and punctilious in the fulfilment of every obligation, and disposed to exact an equal degree of promptness and fidelity on the part of others, yet capable of the largest measure of generosity and liberality. In this city, where he has lived for nearly half a century, Mr. Schumacher is regarded with universal confidence and respect. In politics he has never taken an active part, but has always been a sincere and loyal supporter of the National Government. He has never married—a circumstance, however, which the many applicants for his charity have had no occasion to regret, inasmuch as it has enabled him to devote to them, time and attention which might otherwise have been claimed by a family of his own.





Samuel Kormaker.



William H. Kramer

SAMUEL M. SHOEMAKER.

Among the original settlers of Pennsylvania, in 1682, were several families of German Friends from Chesheim and Crefelt, in the Palatinate, who had adopted the views of William Penn, while he was in Germany, and who, simultaneously with the first settlement of Philadelphia, came to this country, and laid the foundations of Germantown, now forming part of the city of Philadelphia; but then in the wilderness, and in the midst of the savages. One of these families consisted of Peter Shoemaker, and his sons Peter, Isaac, and Jurgen. William Penn appears to have been on intimate terms with the family, and it is recorded, frequently preached at their house, which was built in 1686, and was still standing as late as 1842, when it was pulled down to make room for a modern mansion which was built on its site.

From Isaac, the second son of the emigrant Peter, many of whose descendants have filled offices of trust and honor in the city of Philadelphia, is descended Samuel M. Shoemaker, the subject of the present sketch, who was born at Bayou la Fourche, in the State of Louisiana, on the 28th of June, 1821. His father, Samuel E. Shoemaker, removed from Philadelphia to Louisiana, where he purchased a plantation, in 1819, shortly after his marriage with Miss Sally Falls, daughter of Dr. Moor Falls, of Baltimore county, Maryland. A few months after the birth of his child, Mr. Shoemaker was drowned by an accident happening on the Mississippi river, and his bereaved young wife, with her infant, returned to her father's house in this State.

Having completed his education at Lafayette College, Pennsylvania, young Samuel M. Shoemaker commenced his business career, at the age of sixteen, as a clerk in the counting room of Alexander Falls & Co., wholesale grocers, in Baltimore, with whom he continued about four years. He was then appointed agent of the Rappahannock Steam Packet Company, trading between Baltimore and Fredericksburg, Virginia, and at the same time entered into a copartnership with a Mr. Martin, in the grocery business, which

arrangement, however, lasted but a year and a half. Mr. Shoemaker had already found his vocation in discovering that the merchandise forwarding and transportation business was better suited to his bent than any other. He resolved to devote himself exclusively to this and kindred departments of business. As agent of the Rappahannock Steam Packet Company, he exhibited so much energy, and the affairs of the company prospered so well under his management, that upon the establishment of the Ericsson line of steamers between Baltimore and Philadelphia, he was appointed agent of that line also. These positions he retained until the latter part of 1843, when, being then but twenty-two years of age, he was invited by Mr. E. S. Sanford, at that time agent of Adams & Co's Express, in Philadelphia, to join him in organizing an express line between that city and Baltimore. This they soon after succeeded in doing, and conducted the business under the name of Adams & Co's Express, though Messrs. Sanford & Shoemaker were the real proprietors. From this time forward, a biography of Mr. Shoemaker would embrace almost the entire history of the Adams Express Company, with the rise and progress of which wonderful enterprise, he has been intimately connected from the beginning, and which owes its success largely to his energy and foresight.

In a few months after they had started their line between Philadelphia and Baltimore, Mr. Shoemaker and his associates extended their arrangements so as to include Richmond, Virginia, and Charleston, South Carolina. Shortly after, in conjunction with Messrs. Green & Co., who owned an express line between Baltimore and Wheeling, they organized the great Western Express between Baltimore and St. Louis, Missouri. This they conducted by rail to Cumberland, Maryland, and thence by stage and river transportation, to Wheeling, Pittsburgh, Cincinnati, Louisville and St. Louis. This was before the days of through trains, and the lightning express, and the facilities for transportation were exceedingly meagre compared with those which the great Express Company now has at its command. In 1846, Messrs. Green & Co. undertook to run an opposition express to New York, but Messrs. Sanford & Shoemaker, having strengthened themselves by an association with Messrs. W. S. Woodside, of Baltimore, and George W. Cass, of Pittsburgh, were soon enabled to vanquish all competition. From the time that Mr. Shoemaker became associated with Mr. Sanford, they continued, in connection with their partners, to extend their lines under the name of the Adams &

Co's Express, to various portions of the West and South, until the business grew to be of colossal proportions. In 1854, they entered into arrangements with the proprietors of other express lines between Boston and Philadelphia, which finally resulted in the formation of one great company, organized under the laws of the State of New York, and which has since borne the familiar name of "The Adams Express Company." The extent of the business which this company transacts, North, South, East and West, needs no explanation. It has become auxiliary to all the wants and requirements of social life, as well as the needs of commerce, and of the business world. The living and the dead alike share its offices. Untold sums of money; the costliest gems and treasures; and the most trifling mementoes of affection, are committed to its care. The bridal flowers, fresh from the hands of the florist, arrive, through its agency, in time for the ceremony they are designed to deck; the corpse is so tenderly yet so swiftly transported, that the distant mourners receive their dead in time to offer it the last sad rites of friendship and of love; and the helpless infant has even been known to be cradled in the arms of this strange nurse through a journey of many miles. As an agent in the transmission of news, it is constantly distributing whole editions of newspapers in advance of the mails. So universal and necessary have its offices become, that there is scarcely a village in the land which has not its Express Agent. The ramifications of the postal system itself, are scarcely more extensive or complete.

In building up this vast and useful enterprise, Mr. Shoemaker has been one of the most indefatigable workers, as he is now one of its principal managers, enjoying the full confidence of his co-managers and directors, as well as that of the stockholders at large.

Besides his connection with the express company, Mr. Shoemaker was formerly one of the largest and most active stockholders of the great National Road Stage Company, which ran from Baltimore to the West, *via* Wheeling and Pittsburgh. Since 1847, he has been one of the principal owners of the Baltimore Steam Packet Company, which furnishes one of the chief links in transportation between the northern and southern cities on the Atlantic seaboard. He is also largely interested in various Railroad, Transportation, Banking and Manufacturing enterprises in Maryland, Pennsylvania, and the Southern States, being a director in not less than thirteen public companies. This fact alone, speaks volumes for his energy, and shows the high estimation in which his abilities are held in commercial and financial circles. His liberality to the poor, and

willingness to serve by his influence and means, those who require, and who really deserve assistance, are private traits in his character, not less worthy of special mention and praise.

Mr. Shoemaker was married December 28th, 1853, to Miss Augusta C. Eccleston, daughter of the late John B. Eccleston, of Chestertown, Maryland, a Judge of the Court of Appeals of Maryland, and one of the best and purest men that ever sat upon the bench. They have eight children, three sons and five daughters. Although already in the possession of an ample fortune, business has become, with Mr. Shoemaker, almost a second nature. He is still in the prime of life, a young man in his feelings, and in physical powers, and with his active temperament, his solid and practical judgment, his untiring energy, and his large means, he cannot fail to occupy in the future the place he holds now among the foremost business men of Baltimore.





Henry Slicer



Henry Slicer

HENRY SLICER.

HENRY SLICER was born in Annapolis, March 27th, 1801. His parents were of English and Scotch descent, but of families long settled in Maryland. His father, Andrew Slicer, who died a few years since, at the advanced age of ninety-one, had been an officer in the war of 1812, and was present at the bombardment of Fort McHenry.

Henry Slicer received his education at Annapolis, from which city he removed to Baltimore in the year 1816, and entered upon an apprenticeship with Messrs. John Finlay & Co., furniture painters and gilders, with whom he remained for over five years.

In 1817, he became a member of the Methodist Episcopal Church, and when eighteen years of age, he superintended the Sunday school at the Powhatan cotton mills, walking fourteen miles every Sunday, in all weathers, to discharge his labor of love. Many of the children of the poor, to whom he thus ministered, he has since met as adult men and women, occupying respectable and even influential social positions.

He devoted himself to theological studies under the late Bishop Emory, of the Methodist Episcopal Church, as a preparation for entering the ministry. He received license to preach in December, 1821; and his services being desired by the Baltimore Circuit, ministerial duties were at once assigned him by the Presiding Elder, Rev. Stephen E. Roszel, and he was regularly received by the Conference in the ensuing April, and appointed to the Harford Circuit.

In the spring of 1823, he was appointed to travel the Redstone Circuit, which then formed part of the Baltimore Conference, though lying west of the Alleghany mountains. In those times the lot of itinerant ministers whose duties lay in what were then rude and remote settlements, was at all times a hard and frequently a perilous one. Their journeys were made on horseback, over rough and dangerous roads, sometimes in the depth of winter, and often by night; while for their lodging and refreshment they were usually

dependent on the humble though freely offered hospitality of the poor mountaineers and backwoodsmen, who welcomed them to the straitened shelter and humble fare of a log-cabin, and held themselves richly repaid if the "preacher" would speak with them a little on religious matters, and pray with them before he departed.

In this region Mr. Slicer continued for a year, traveling a circuit of three hundred miles, and preaching some twenty-six or twenty-seven times a month. In the spring of 1824, he recrossed the mountains, and swimming his horse across the north branch of the Potomac, joined the Baltimore Conference, then meeting at Winchester. At this Conference, he was appointed to the Ebenezer Station, near the Navy Yard, at Washington, where his duties were very laborious, as he had charge of both white and colored congregations.

While stationed at Washington, he had for the first time an opportunity to form an acquaintance with the public men of the country. He was present when General Lafayette was received by the Houses of Congress, and listened to the eloquent address in which Henry Clay welcomed "the Nation's Guest." He was also present at the memorable election of John Quincy Adams by the House of Representatives, to the Presidency of the United States.

He was subsequently stationed successively at Fredericksburg, Virginia, and at Baltimore City, where, in 1827, he married Elizabeth, daughter of the late Dr. George Roberts.

His next appointment was to Carlisle Station, Pennsylvania, where Dickinson College, a flourishing institution, under the auspices of the Methodist Church, was situated. During the years 1828 to 1831, while Mr. Slicer traveled the Great Falls and Baltimore Circuits, there occurred that agitation in the Church, arising from a disagreement on points of discipline and government, which resulted in the secession of a portion of the members, who afterwards united under the name of the Methodist Protestant Church. As Mr. Slicer was then occupying the responsible position of preacher in charge of these circuits in which the agitation was most energetic, he took a prominent part in resisting what he believed to be innovations upon the old and salutary discipline of the Church, and combated them vigorously both in public discussion and through the press.

In 1832, Mr. Slicer was appointed Presiding Elder of the Potomac District, comprising Washington City and all the country between the Blue Ridge and the Chesapeake Bay. While he occupied this

position, the exciting events occurred which led to and accompanied President Jackson's famous proclamation against nullification, and the removal of the public deposits from the United States Bank. While Mr. Slicer carefully avoided the introduction of political matters in the pulpit, nor even permitted them to interfere with or influence his ministerial duties, he had, as an intelligent citizen, very clearly defined views, and strong preferences in the political questions which then agitated the country, and on most points he was friendly to the administration of President Jackson.

After having charge of Georgetown Station for two years, he was elected Chaplain of the Senate at the extra session which was called during the financial crisis which followed the bank suspensions of 1837, and was re-elected, without opposition, at the regular session which commenced in the following December, and again re-elected the following year.

During this session occurred the memorable duel between Messrs. Cilley and Graves, both members of the House of Representatives, in which the former was killed. This tragical affair produced intense excitement throughout the country. The obsequies of Mr. Cilley took place in the House; and Mr. Slicer, who made the opening prayer, took occasion to denounce, in eloquent language, the barbarous custom of duelling, and implored the interference of the Almighty to prevent a recurrence of similar sanguinary scenes. For this language, uttered in his ministerial capacity, he was, on the next day, assailed in the House, in the course of the debate, by a member who upheld the code of honor; but Mr. (afterward President) Polk, the Speaker of the House, promptly called the assailant to order, ruling that he was not authorized to make any allusions upon the floor to what had taken place at the funeral.

These occurrences deeply impressed Mr. Slicer, and determined him to exert all the influence he could command to bring about the cessation of a custom which he believed to be a flagrant violation of the laws both of God and man; and after consultation with Justice McLean and other gentlemen, prepared a discourse especially directed against duelling, which was delivered in Washington, and afterward printed and an edition of fifty thousand circulated throughout the country.

At the next session of Congress, Judge Prentiss of Vermont, again brought forward the anti-duelling bill—of which he was the author, and which, after passing the Senate, had been rejected by the House—framed with still more stringent provisions, and it was passed by both Houses; a result which, Judge Prentiss said,

had been to a great degree brought about by the impression produced on the public mind by Mr. Slicer's discourse.

In the years 1841–42, Mr. Slicer, then stationed at Carlisle, took an active part in the Temperance movement, which had taken such hold on the public mind, and was one of the most eloquent and persuasive advocates of the cause.

In the spring of 1846, at the time of the outbreak of the Mexican war, Mr. Slicer, then stationed at Washington, had the opportunity of conversing with and publicly addressing numbers of the soldiers who were on their way to the seat of war, and especially the members of Colonel Watson's Battalion, from Baltimore, in whom he felt an especial interest, as the sons of many of his old neighbors and friends; and he has good reason to believe that he was in this way enabled to do much good.

In December of this year, he was again elected Chaplain to the Senate, an office which he held for three years.

During the following thirteen years, he held appointments at Baltimore City, Frederick City, the Chaplaincy of the Senate again, and the Presiding Eldership of two Baltimore Districts. He also, during this period, held for two years the Agency of the Metropolitan Church at Washington, in which time he was successful in promoting the enterprise so far as to have the foundation of the church built, the corner-stone of which was laid by Bishop Simpson, in 1854. His success in this undertaking was very gratifying, and justified sanguine hopes that he would be able to press the work to its completion; but a severe fall upon the ice unfortunately disabled him so that he was unable to continue his exertions.

At the Conference of 1862, he was appointed Chaplain of the Seaman's Union Bethel, Baltimore, where he remained for eight years.

In 1860, the authorities of that old and respectable institution, Dickinson College, conferred upon Mr. Slicer the degree of Doctor of Divinity. Though nowise ambitious of honorary distinction, he was too modest to assert his own judgment against that of high and learned dignitaries who had found him worthy of the honor.

He has always been a rigid upholder of the Constitution of the United States, in the strict literal construction of its provisions; and in his views of the policy of the country, a firm conservative. In 1856, he delivered an address before the General Conference at Indianapolis, denouncing the anti-slavery agitation, and pointing out the perils to which it was leading the country. This address, of which many thousand copies were printed and distributed, fairly

exhibited his determined resistance to innovation; and his uniform course in opposing the disruption of the Methodist Episcopal Church, in 1844 and 1860, has fully attested the same determination to resist any division of the Church for any cause except such as may be of so fundamental a character as to render union impossible.

In the spring of 1870, he was appointed Presiding Elder of the Baltimore District. At this time, although in the fiftieth year of his effective ministry, and the oldest active preacher in the Conference, he still possesses all the vigor of his prime, and is able to perform all the duties of the very large district under his charge, comprising twenty-three stations and circuits, and extending from Baltimore County to Point Lookout.

Mr. Slicer has probably made more public addresses in the course of his long and active life than any other man in the country; having been constantly engaged, during a ministry of half a century, not merely in the services of the pulpit, but in the Temperance cause, in advocating the claims of Sunday schools, Bible Societies, and other works of moral or religious improvement. He was a member of the General Conference of the Methodist Episcopal Church in the years 1832, 1840, 1844, 1852, 1856, 1860, and 1868, and, during all these quadrennial sessions, took an active part in the business and debates.

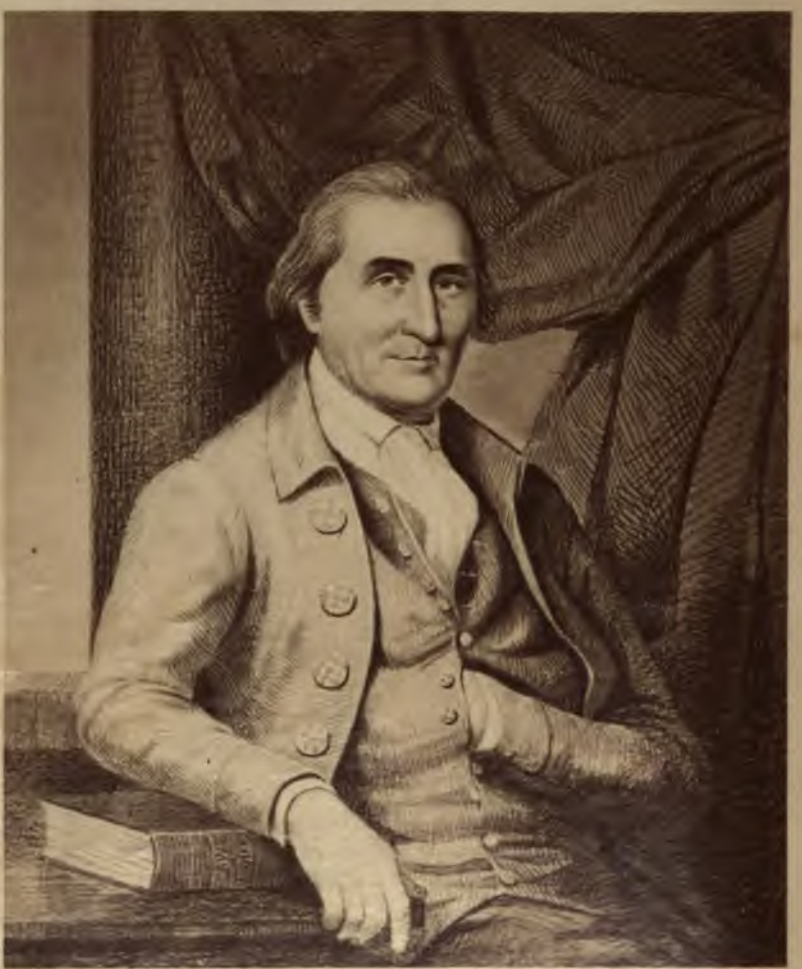
A warm advocate of temperance, Mr. Slicer has ever practiced, even to rigor, the doctrines he upholds. He has, during his whole life, abstained from all alcoholic stimulants, as well as from tobacco, an indulgence upon which the clergy generally look more leniently. To this abstemiousness in part, no doubt, does he owe the remarkable health and vigor which still promise him many years of usefulness.

In person, Mr. Slicer is tall, robust and erect as in youth; his face benevolent but full of animation, crowned with hair of snowy whiteness, presenting a truly patriarchal appearance, and giving us a living specimen of those great old Methodist preachers of the days of primitive simplicity, whose names and characteristics are otherwise only preserved to us by fast fading traditions.

Mr. Slicer's eldest son, Captain George R. Slicer, has been for many years an officer in the Marine Revenue service. His second son, Henry W., who died in October, 1867, was a member of the firm of Cooper & Slicer, ship builders, of Baltimore. It was by his plans that the ice boat Chesapeake (which was on December 31st, 1870, destroyed by fire) was constructed, his firm being the builders.

His third son, the Rev. Thomas R. Slicer, is a minister of the Methodist Episcopal Church, and is now stationed at Lutherville, Baltimore county.





Wm. Smith



Sn. Smith

THE SMITHS.

About the middle of the last century many gentlemen from the north of Ireland, of Scotch-Irish ancestry, came over and settled in Baltimore, and a number of them became distinguished for commercial enterprise, civic and military distinction, wealth and social position. In 1759, Messrs. John Smith and William Buchanan, the first a native of Strabane, in Ireland, and the last from Lancaster county, Pennsylvania, purchased a lot of ground fronting on Gay and Water streets, which they improved with substantial houses, and also built south of this property two wharves of pine cord wood, each about one thousand feet long, and stretching to the channel of the river. These wharves still exist, and retain the names of their builders. The firm of Smith & Buchanan for many years was a leading one in Baltimore. They owned a number of vessels, and carried on a large and prosperous business with Europe and South America. In 1774, on the news of the arrival of Governor Gage at Boston, with a bill for shutting up that port, committees of correspondence were established in a number of the colonies, to devise measures of relief, and to take cognizance of events according to the exigencies of the time. The Congress which met in Philadelphia on the 5th of September, recommended the establishment of town and county committees in all the colonies, and accordingly on November 12th, a meeting of freeholders and others qualified to vote, was held at the Court House in Baltimore, and John Smith was one of the twenty-nine gentlemen appointed to serve. In the same year, after the formation of Harford county, he was appointed one of the justices of the peace for Baltimore town and county. The battle of Lexington, on the 19th of April, 1775, having destroyed the last hope of a peaceful settlement of affairs with the mother country, several gentlemen of Baltimore joined the army before Boston, and Mr. Smith was appointed one of a "committee of observation," whose powers extended to the general police and local government of Baltimore Town and County, and to the raising of forty companies of "minute men." On the 5th of August, 1776, he was elected

a representative to the convention which was held for the purpose of forming a State constitution, and in 1781 he was elected to the State Senate, and was re-elected to the same body in 1786. He died on the 9th of June, 1794, with the honorable reputation of a public spirited citizen, and a merchant of uncommon business sagacity and enterprise. His father, SAMUEL SMITH, who had emigrated from Ireland in 1728, died ten years previously, in 1784, at "Lexington," his country seat, in the vicinity of which is now located the Pikesville arsenal, aged ninety-one years.

ROBERT SMITH, his son, was educated as a lawyer, and filled many important offices, and in 1788 was chosen one of the electors of President and Vice-President of the United States, and was the last survivor of that Electoral College. In 1793 he was elected to the Senate of Maryland, and in 1796 to the House of Delegates. In 1801 he was appointed Secretary of the Navy, and during part of the year 1805 he held the office of Attorney General of the United States, but he returned to the Navy Department. In 1806 he was appointed chancellor of the State of Maryland, and chief judge of the district of Baltimore, but declined. In 1809 he was made Secretary of State. He resigned on the 1st of April, 1811, and was then offered the embassy to Russia, which he declined. In 1813 he was elected Provost of the University of Maryland, but resigned the office not very long afterward. He was chosen President of the American Bible Society in 1813. In 1818 the first agricultural society formed in Baltimore was established, and Mr. Smith was chosen its President. The society held regular annual meetings, and established exhibitions, with premiums for excellence and improvements in agricultural products. This was the last public function which Mr. Smith exercised. He continued to reside in Baltimore in the enjoyment of well earned honors and ample fortune until December, 1842, when he died, aged eighty-four years.

General SAMUEL SMITH, brother of Robert Smith, was born in Lancaster, Pennsylvania, July 27th, 1752. After his father made Baltimore his residence, young Smith spent five years in his counting room in acquiring a commercial education, and sailed for Havre in 1772, as supercargo of one of his father's vessels. He traveled extensively in Europe, and returned home just as the colonies had become open in resistance to British aggression. The battles of Lexington and Bunker Hill had already taken place, and offering his services to the American government, Mr. Smith obtained a captain's commission in Colonel Smallwood's regiment. Displaying great personal intrepidity and military talent, he was soon promoted

to the rank of Major, and in 1777 to that of Lieutenant Colonel. He served with credit at the battles of Brandywine and Fort Mifflin, shared in the terrible sufferings of the American army at Valley Forge, and took part in the action at Monmouth. For his distinguished conduct at Fort Mifflin he received the thanks of Congress and a sword. He attained the grade of Brigadier General, and in an eminent degree enjoyed the confidence of General Washington. At the close of the Revolutionary war he was appointed a Brigadier General of the Maryland militia, and commanded the quota of Maryland troops engaged in suppressing the famous "Whisky Insurrection" in Pennsylvania. Returned to civil life he entered on a prosperous career as a merchant in Baltimore. He built, in 1796, a noble mansion, in what was then called Washington Square, now Exchange Place. This house was one of the finest in the city, with grounds running through to Second street, and occupied the site of Mr. Johns Hopkins's warehouses in Exchange Place, and his new marble "Rialto buildings" on Second street. General Smith built also a beautiful country seat, called "Montebello," on the Harford road, two or three miles from the city, the grounds finely laid out in English style. This mansion still exists. In the war of 1812 he served as Major General, and was entrusted with the general command of the forces, called out for the defence of Baltimore. In 1793 he was elected a representative in Congress, holding the place until 1803, and again from 1816 to 1822. He was a member of the United States Senate also, for the long period of twenty-three years, from 1803 to 1815, and from 1822 to 1833.

In the memorable Bank riots in 1836, General Smith was the leading spirit in restoring order; coming from the retirement of his country home at the call of the citizens to place himself at their head.

In the same autumn he was chosen Mayor of the city, and held the office until his death, which occurred on April 22d, 1839, aged eighty-seven years.

Thomas H. Benton, in his "Thirty Years' View," devotes a short but special chapter to General Smith, paying a handsome tribute to his long and honorable career, his diligence and punctuality, his clear insight into business, his patriotism, and his sterling common sense.

General JOHN SPEAR SMITH, who died November 17th, 1866, was the son of General Samuel Smith. He acted as volunteer aide-de-camp to his father in the defence of Baltimore in 1817. While a young man he prepared, under government auspices, some volumes of



W. R. Smith



A. R. Smith

NATHAN RYNO SMITH.

ASSUREDLY, if any class of men deserve to be held in especial honor by their fellow citizens, that distinction may be claimed by those who devote their lives and their talents to the relief of human suffering. Other acts, in themselves honorable, may be perverted to the gratification of ambition, to the pampering of luxury, or otherwise enlisted in the service of evil; but the art of the physician is one of unmixed beneficence. Hence, in all ages, and by all people, the healer has been honored as the universal friend and benefactor; and amid contending armies, the surgeon passes, not merely secure in his sacred calling, but followed by the blessings of all, as one who knows no enemy but pain and disease.

If, then, those who practice the art of healing, are so worthy of honor, what should we say of those who enrich that art by their discoveries, and arm their noble legions with new weapons against the common enemy? Who can estimate the services rendered to humanity by the men who first introduced the ligature of arteries, vaccination, chloroform? If we should say that these three gifts conferred upon mankind by physicians, have saved more lives than all the wars recorded in history have destroyed, we should probably fall short of the truth.

The following brief memoir is of one who may share that illustrious distinction; who has not only employed a long life and rare talents in the exercise of his beneficent art, but who leaves that art richer than he found it, by inventions for the relief of suffering and the cure of disease.

Professor NATHAN RYNO SMITH was born in the town of Cornish, New Hampshire, on the 21st May, 1797. His father, Professor Nathan Smith, was about this time appointed first Professor of Medicine in Dartmouth College, New Hampshire, and, indeed, organized the Medical Department of that Institution. In 1813 he was elected Professor of Surgery and Medicine in Yale College, and soon after removed to New Haven.

His son, the subject of this memoir, passed his boyhood and

received his early education in Hanover, New Hampshire, after which he entered the freshman class of Yale College in 1813, and received his degree in 1817. The class to which he belonged, numbering about sixty, was distinguished for talents and scholarship, and many of its members, in after years, became eminent in their respective professions, among whom may be mentioned Judge C. J. McCurdy of Connecticut; J. Prescott Hall and Bishop Delancy, both of New York; Professor Baxter Dickinson, Judge Spalding of Ohio, with many others. It is also a somewhat remarkable fact, that about one-fourth of this class are now living, none of whom can be less than seventy-two years of age.

When quite young, Mr. Smith exhibited a decided turn for literary composition, and in his junior year produced a five act comedy, entitled "The Quixotic Philosopher," which was acted with great applause at the Junior Exhibition, the author himself taking one of the characters. It gave him no small reputation as a humorist at the time; but unfortunately no copy of it is now in existence.

After receiving his degree, Mr. Smith went to Virginia, and accepted the position of classical tutor in the family of Thomas Turner, of Fauquier county; a gentleman of great worth and high social position. He spent about a year and a half in the South, and then returned to New Haven, and commenced the study of Medicine under his father in Yale College, where he graduated in 1823. In his inaugural thesis, which was upon the pathological relations of the blood, he advocated the doctrine that modifications of the condition of that fluid due to the absorption of poisons, or changes otherwise induced, were often the first elements of disease; contending against the doctrine then prevalent, that all primary morbid impressions were made upon the nervous system exclusively.

In the spring of 1824, Dr. Smith established himself in practice in Burlington, Vermont, devoting himself especially to the surgical department of the profession, for the cultivation of which he had enjoyed especial advantage in witnessing his father's practice, and assisting him in operations. While residing in Burlington he married Juliette, the daughter J. Penniman.

In the following year, Dr. Smith was appointed Professor of Surgery and Anatomy in the University of Vermont, and organized the Medical School of that institution. In the duties of this chair, he was aided by his father, still Professor of Medicine at Yale, who for some years spent several weeks at Burlington every year.

Anxious to avail himself of every opportunity to enlarge his

professional knowledge, Professor Smith spent the winter of 1825 in Philadelphia, attending the lectures of the eminent professors of the University of Pennsylvania. He also enjoyed the advantage of the acquaintance of Professor George McClellan, a zealous and able private teacher of Anatomy and Surgery. At this time Professor McClellan was engaged, with other distinguished members of the profession, in organizing the Medical Department of Jefferson College, in Philadelphia; and, at their invitation, Professor Smith accepted the chair of Anatomy. The duties of this position he filled, to general satisfaction, for two years.

In 1827 the chair of Surgery in the School of Medicine of the University of Maryland, having been vacated by the resignation of Professor G. S. Pattison, the position was offered to Professor Smith. Preferring the practical character of the duties of this chair, to the more exclusively didactic functions of an anatomical professor, and conscious that Baltimore offered a wider field than Philadelphia to professional enterprise, Professor Smith accepted the offer, and at once entered upon his duties as a lecturer, and as Clinical Surgeon in the Baltimore Infirmary. In this position his distinguished talents were soon recognized, and he obtained an extensive private practice, which has ever since continued.

The year after his removal to Baltimore, his father died, full of years and professional honors, but leaving his family, owing to his habits of extreme liberality, in very destitute circumstances. Professor Smith at once took charge of them, furnished the means of their comfortable support for more than fifteen years, and supplied the necessary funds for completing the education of his two younger brothers.

Soon after his connection with the University of Maryland, Professor Smith invented and gave to the profession his well known instrument for the easy and safe performance of the operation of lithotomy, previously known as one of the most formidable, difficult and dangerous of capital operations. The apparatus, which bears the name of its inventor, is now employed by many of the first surgeons in all parts of the world, and has proved an inestimable boon to suffering humanity.

About this period he also published a voluminous work on the Surgical Anatomy of the Arteries, illustrated with many plates. The work was well received in this country and in Europe, and went through two or three editions. He also contributed to the journals of the day, many monographs on various scientific subjects.

In 1838 there occurred an interreguum in the government of the University of Maryland, due to a contention for authority between two distinct corporations, and Professor Smith, in consequence, resigned his chair. As soon as his resignation was known, he was offered the chair of Practice of Medicine in the then flourishing Medical Department of Transylvania University at Lexington, Kentucky. The terms offered were very liberal; a guaranteed sum of $3,000 per annum for three years, the lecture-term occupying four months. Professor Smith accepted the offer; and continued to reside in Baltimore and attend to his private practice during the vacant part of the year. In 1840 the University of Maryland was re-established, and he resumed his chair.

The graduates of this University bear evidence to the fidelity and ability with which Professor Smith continued to discharge his duties during the long period of half a century that he was connected with this institution. They well remember how, with a zeal which occasionally provoked the youthful impatience of some of the neophytes—an impatience which soon gave place to admiration and gratitude—he would walk the wards before daylight, attended by his class, passing from bed to bed, and instructing them at each. The drowsiest eyes would open, as in brief, clear, pregnant words, he explained the case and the treatment, pointed out the facts that it was most important they should know, and imparted that knowledge which only a thorough teacher at the bed side can give. In these clinics he was never deterred from attendance by any inclemency of the weather; and the students knew well, that whoever else might be absent, their teacher would always be found at his post of duty.

His style of lecturing, which was always extempore, was didactic, plain and lucid. His large experience, had richly stored his mind with information which an admirable memory reproduced without an effort.

During this long period, the important surgical operations performed by Professor Smith were exceedingly numerous. The operation of lithotomy alone he performed some two hundred and fifty times, and in almost all cases with success.

About the year 1860, he invented and introduced his apparatus for fractures of the lower extremity, termed the Anterior Suspensory Apparatus. This instrument is totally different from anything before employed in this difficult branch of Surgery, and its simplicity is no less remarkable than its efficiency. It gives the most perfect and gentle support to the fractured limb, while it allows

those movements of the body so necessary to comfort. In 1867, Professor Smith, desirous to make its advantages more universally known, published a small volume descriptive of the apparatus and its application, and it is now used by distinguished members of the profession in all parts of the world. An eminent French surgeon has written a *brochure* in its commendation, in which he details cases where it was employed with remarkable success. In gun-shot wounds of the lower extremities, the use of this apparatus has almost entirely dispensed with the necessity of amputation.

In 1867, Professor Smith visited Europe, where he received most flattering attentions from distinguished members of the profession in Paris and London; and on his return to Baltimore, he was welcomed by the whole profession of the city with a banquet and other demonstrations of respect.

On March 1st, 1870, Professor Smith resigned his chair in the University of Maryland, and devoted himself exclusively to his private practice. He is now, in the seventy-fourth year of his age, as actively engaged in his professional duties as at any period of his life, and performs the most important and delicate operations with no diminution of his usual celerity and precision.

In an address delivered before the graduating class of the year 1869, by S. Teackle Wallis, the orator thus alluded to the Professor of Surgery:—

"The ready faculties, the quick resource; the knowledge, accurate and copious, which comes at call; the self-reliance which has grown from self-distrust and mastered it; the ease which springs from difficulties habitually fought and overcome,—all these appear so simple to the common thought, that it mistakes them for a happy inspiration. It fancies, I dare say, for instance, that your venerable Professor of Surgery has become what he is, one of the foremost men of all his time, merely by the cheap and lucky accident of genius."

It has been mentioned above, that in early life Professor Smith evinced a taste for the lighter forms of literary composition, and in his maturer years, that taste has revived. Within the past year he has published under the name of "Viator," a small volume with the title Legends of the South, consisting of romantic and legendary stories of Virginia and Kentucky, which has received the commendation of critics.

Professor Smith has but one son living, Dr. Allan P. Smith, who is also engaged in medical and surgical practice.

Professor Smith is at present President of the State Medical Society.





Martin John Spalding
Archbishop of Baltimore



Most Rev. J. Mart. Spalding
Archbishop of Baltimore

ARCHBISHOP SPALDING.

When Rev. Dr. John Carroll, the cousin of the illustrious Charles Carroll, of Carrollton, went to England in 1790, to be consecrated as Bishop of Baltimore, there not being then a single Roman Catholic prelate in the United States, he had perhaps not the most distant hope that in three quarters of a century his church in this country would number more than five millions of worshipers, with a hierarchy of seven archbishops and fifty-four bishops. Yet such has been the wonderful increase of the Roman Catholic population since the foundation of the National Government. The six archbishops, who preceded the present one, were all men of ability; and a church adorned by the pioneer labors of Carroll, the charming geniality of Eccleston, and the profound learning of Kenrick, must naturally attract a large share of public attention and regard.

Martin John Spalding, the seventh Archbishop of Baltimore, was born near Lebanon, Marion county, Kentucky, on May 23d, 1810. His ancestry, however, was of Maryland origin; his father, Richard Spalding, having been born near Leonardtown, in Saint Mary's county; while his mother, Henrietta Hamilton, was a native of Charles county, her parents residing near Port Tobacco. They both emigrated with their parents to Kentucky, in 1790.

All the vast region of country west of the Alleghanies, now so populous and flourishing, was then a nearly unbroken wilderness, ranged by hostile tribes of Indians. In going down the "beautiful river," the Ohio, between the present cities of Pittsburgh and Louisville, the little band of emigrants narrowly escaped capture by the Indians, who had robbed the boat of Greathouse, another emigrant, immediately preceding them, and had scalped and murdered all the passengers. Arrived in Kentucky, they settled on neighboring farms on the rolling fork of Salt river, about the centre of the State, then only a territory, in the midst of dense forests, filled with wild beasts, and exposed to the incessant attacks of prowling Indians. In his history of the early Catholic missions in Kentucky, Archbishop Spalding has written a very interesting account of this

eventful period in the annals of the State. The work has been long out of print, but it ought to be republished, being a valuable contribution to the records of Kentucky.

At the date of their arrival, the Archbishop's father was about fourteen years of age, and his mother about twelve. They were married in 1798, and became the parents of eight children, of whom the subject of this memoir was the sixth child. After the death of his first wife, Richard Spalding married a second, and subsequently a third wife, and he had in all twenty-one children, of whom fifteen grew up to become men and women. In his twelfth year, Martin John was sent to the Saint Mary's Seminary, Marion county, which was conducted by the late Rev. William Byrne, and which had been built by the Catholic people of the neighborhood, among whom Richard Spalding was the most active and prominent, his enterprise in emigrating to Kentucky having led him into successful business pursuits. In 1826, Martin John graduated at Saint Mary's; and having at this early age determined on entering the ministry, he proceeded at once to Bardstown, Kentucky, where he remained four years in the Saint Joseph's Seminary of that place, studying theology, and teaching in the college. In April, 1830, he proceeded to Rome, where he entered the famous Urban College of the Propaganda, at which he arrived August 7th. He remained here four years, and at the end of his course made a public defence, covering the whole ground of theology and canon law, and embracing two hundred and fifty-six theses or propositions, which he maintained in Latin against all opponents for seven hours. The result of this able and eloquent championship was, that he was made a Doctor of Divinity by acclamation. Many celebrated prelates have been educated at the College of the Propaganda, but few have become more distinguished than American students, and numbers of these have attained the highest dignities of the church in the United States. On August 13th, 1834, Dr. Spalding was ordained priest by Cardinal Pedicini, and after celebrating his first mass in the crypt or subterranean chapel of the mighty temple of Saint Peter, over the tomb of the apostles, he started on his return home two days afterward. As there were no ocean steamers in those days, he arrived in Kentucky only in December, after four months' travel. He was at once made pastor of Saint Joseph's Church in Bardstown, and on the death of Rev. G. A. M. Elder, President of Saint Joseph's College, he was appointed to succeed him. After having been again for a short time pastor of Saint Joseph's Church, he was called in 1843 to the Cathedral in Louisville, and five years later to the Episcopate,

under the title of Bishop of Lengone, and as coadjutor to the celebrated and venerable Bishop Flaget, the first Bishop of Louisville. It is the custom of the Roman Catholic Church, to confer on its prelates when appointed as coadjutors, titles *in partibus infidelium*, as they are styled. In many heathen countries which have lapsed from the Christian faith, the Church still holds in remembrance the bishopries of former ages, and confers them as titles of honor on its assistant bishops, although these are not expected to reside in the places whence they derive their titles. Thus Rev. Dr. Thomas Foley, of this city, who was last year appointed coadjutor to the Bishop of Chicago, had the title conferred upon him of Bishop of Pergamus, *in partibus infidelium;* Pergamus being in Asia Minor, not far from the site of Troy, and in the hands of Mohammedans.

Bishop Spalding was consecrated September 10th, 1848; and he spent altogether twenty years in Louisville, acquiring great reputation as a writer and controversialist, as well as a pulpit orator, and publishing numerous works. He always stood ready to expound and defend the dogmas of the Church, and to enter the field of disputation with any opponent. His zeal and ability were fully recognized at Rome by the Supreme Pontiff, and on the death of Archbishop Kenrick, in 1863, Bishop Spalding was created Arch-Bishop of Baltimore, May 12th, 1864, thus becoming the Primate of Honor of the Roman Catholic Church in the United States. The See of Baltimore being the oldest in the Republic, the present great Pontiff, Pius IX., conferred upon it, by a special Decree, the prerogative of place, in virtue of which the Archbishop of Baltimore takes official precedence of all other prelates in this country, no matter for how short a time he may individually have been the incumbent of the See. He took formal possession of the Archiepiscopal See, July 31st, 1864, the Cathedral, as well as all the adjoining streets, being thronged with a vast multitude, who came to witness the solemn inauguration.

Since Archbishop Spalding has resided in this city, he has been most actively engaged in the duties of his archdiocese, which has much increased in point of numbers, and for which additional church and school accommodation has been made necessary. He has therefore been frequently called upon to lay the corner stones of new buildings, churches, schools, and charitable institutions. During the six years that he has administered the archdiocese of Baltimore, more than twenty new churches have been erected and opened for divine service, of which three are in Washington city, and five in Baltimore, besides many others which have been

enlarged. Many schools and charitable institutions have been established or improved. Among these the most prominent is "Saint Mary's Industrial School for Boys of the City of Baltimore," which was erected at a cost of about seventy thousand dollars, on grounds donated for the purpose by the late Mrs. Emily McTavish, a granddaughter of Charles Carroll, of Carrollton, the last survivor of the signers of the Declaration of Independence. This institution is in a most flourishing condition, and it gives a good, sound elementary education, together with useful trades to hundreds of poor boys, who else would probably become vagabonds upon the community. The buildings are of the most solid construction, and of dimensions sufficiently ample to accommodate four hundred boys, so soon as means will or can be provided for their support. The Xaverian Brothers, brought by the Archbishop from Belgium, have charge of the establishment. They are practical and zealous men, and they succeed well in their charge, and give every satisfaction to the Board of Trustees.

The Archiepiscopal residence on Charles street has also been much enlarged by the addition of ample wings, and by the elevation of the centre building, to afford better accommodation for the Reverend clergy connected with the Cathedral, and officially with the Archbishop, and to extend the facilities for hospitality. This elegant improvement is mainly due to the princely generosity of our fellow citizen, Captain William Kennedy.

One of the most remarkable events of his administration, was his convening and presiding over the second Plenary Council of Baltimore, in October, 1866. This august assembly, composed of all the Archbishops and Bishops of the United States, to the number of forty-seven, was convoked by the Archbishop, in accordance with Letters from the Pope, Pius IX., appointing him Delegate Apostolic, with ample powers for this purpose. A more imposing Convention of ecclesiastics was never before witnessed in this country; and few who witnessed the grand procession from the Archiepiscopal residence, to the doors of the Cathedral can ever forget the impression produced by the great religious pageant. The Council continued its deliberations for two weeks; and among its first acts was a Telegram addressed by the assembled prelates to the Pope, in the following words: "Seven Archbishops and forty Bishops, in Council, unanimously greet your Holiness, wishing long life, with preservation of all ancient and sacred rights of the Holy See." This was signed by the Archbishop as President, and it was received in Rome within less than an hour after it had left Baltimore.

To show the great advance since made in the facility and cheapness of oceanic telegraphing, it may be stated, that the above Telegram cost little less than five hundred dollars! The Acts and Decrees of this Council, embracing also the Decrees of all previous Councils of Baltimore, were in due time approved by the Holy See; were published in a large and beautifully printed octavo volume; and they now constitute what may be called the standard canon law of the Catholic Church in the United States.

During the period of his residence in Baltimore, the Archbishop has been called to Rome on two memorable occasions.

In compliance with the invitation contained in a circular Letter from the Cardinal Prefect of the "Sacred Congregation of the Council of Trent," dated December 8th, 1866, and addressed to all the Catholic bishops of the world, a large number of prelates assembled in Rome in June, 1867, on the occasion of the eighteen hundredth anniversary of the martyrdom of Saints Peter and Paul, and to assist at the canonization of various great heroes of the church in modern times. Nearly five hundred bishops convened from all parts of the world, speaking a multiplicity of languages, the United States being represented by five archbishops and eighteen bishops, of whom Archbishop Spalding was the head. On the 25th of June the American clergy were received by the Pope, and complimented on the results of the second National or Plenary Council of the United States, which had assembled the previous year in Baltimore, and had lately been approved by the Pope. On the 27th, the Pope delivered his Allocution, praising the zeal of the many prelates in coming to Rome in honor of the Holy See, and confirming the condemnation of the errors mentioned in his famous encyclical of December 8th, 1864; referring also to other topics of great interest.

The observance of the great centenary proper commenced on the evening of June 28th, with a general and magnificent illumination of St. Peter's Church and of Rome. On the next morning, at seven o'clock, a grand procession of all the bishops, with thousands of other ecclesiastics, attendant troops and dignitaries, moved in solemn order from the Vatican to Saint Peter's. The Pope, arrayed in full pontificals, and crowned with the tiara, was carried on his seat of state called the *Sedes Gestatoria*. One hundred thousand persons assembled in the vast Cathedral to witness the ceremonies, the church being most splendidly decorated with cloth of gold, silver tapestries, paintings, and two hundred thousand yards of crimson silk, while it was lighted by almost innumerable wax candles. The Pope celebrated the solemn Pontificial Mass, in which

the Gospel was sung in both Latin and Greek. The famous pianist, Liszt, now become an Abbé of the Church, had composed extra music for this grand Mass. On such occasions the organ is silent, and the human voice attuned to melody alone is heard, while the silver trumpets of the choir placed in the dome of Saint Peter's ring forth their angelic notes at the solemn moment of the consecration. The ceremonies of the canonization were of the grandest description, and they contributed to mark one of the most memorable days of modern Rome. Although the convocation was chiefly in honor of the Centenary of Saints Peter and Paul, the Pope took occasion to express his intention or desire to convoke a General Council of the Church at an early day.

Accordingly, after the bishops had returned home, the intention thus expressed to them was carried out in all its details, and the Pope's bull of June 29th, 1868, called an Œcumenical Council to assemble in Rome, eighteen months later, December 8th, 1869. The attention and interest of the whole Catholic world were excited, and indeed of the Protestant world too, for no general Council of the Church had been called since the famous Council of Trent, which assembled in 1545, and closed its sessions in 1563. The Convention of 1854, which promulgated the dogma of the Immaculate Conception, was not an Œcumenical Council, and the Church in all the great assemblages of eighteen centuries only recognizes as certain and undisputed eighteen General Councils. The great "Council of the Vatican," as this successor of Trent has been called, assembled in Rome, December 8th, 1869; Archbishop Spalding being again in attendance with some seven hundred and seventy other prelates from every part of the earth. After much discussion the public and official infallibility of the Pope, when defining a doctrine of faith or morals for the whole Church, *ex Cathedra*, that is, from his official chair, as universal pastor and teacher, was pronounced an article of faith.

The proceedings of the Council were, however, suddenly broken up by the occupation of the city by the forces of Victor Emmanuel, King of Italy, consequent upon the withdrawal of the French troops. The Council was accordingly suspended by the Pope, and Archbishop Spalding returned home in November, 1870. On his return he was greeted with much enthusiasm by the Catholics of Baltimore and Washington, and by his fellow citizens generally. A grand procession was formed, reaching from the foot of Broadway to the Cathedral, and the whole line, extending for more than two miles, was densely packed with people, while from nearly all

the houses handkerchiefs were waved in welcome. It is estimated that more than sixty thousand people turned out on the occasion in Baltimore, and about half that number in Washington.

Throughout, the Council he had been distinguished by the strong personal confidence and friendship of Pius IX., and had been from the outset one of the most prominent members of the Council, in which he served on two of the most important Congregations or Committees. He was among the most strenuous supporters of the dogma of the Papal Infallibility, which he fully explained and defended in a lengthy Pastoral Letter written in Rome immediately after the definition, and published and extensively circulated in the United States.

In this document, handsomely published in a pamphlet of forty pages, after briefly referring to the grandeur of the Vatican Council, and explaining the method adopted for debate, in order to secure the most complete freedom of deliberation, the Archbishop proceeds to show what the Papal infallibility is *not*, and then what it *is*, according to the terms of the definition itself; making it appear, that while, as a private individual the Pope is not exempt from sin and error, as a public and authorized teacher of all Christendom, and as supreme judge of the faith, his solemn decisions in doctrines of faith and morals are guaranteed from error by the divine promises made to Peter and his successors, in order that the whole church might not be misled into fatal error, and the whole work of Christ, in spite of His solemn promises to the contrary, be thus marred and ruined. He shows that, from the Catholic stand point, which holds to a divine and infallible Church, divinely guided and securely guaranteed from error by its Founder, the public and official infallibility of its visible chief and head in his solemn decisions for the whole Church, is a logical and necessary consequence; and that, finally, in ultimate analysis, the whole question resolves itself into this—is the Church established by Christ a *divine* or is it only a *human* Church; which is almost equivalent to the other great question—is Christ its Founder, God, or is He only man? Such is, in substance, the chief argument and principal tenor of the Pastoral Letter.

The chief works published by Archbishop Spalding are the following: 1. *Sketches of the Early Catholic Missions of Kentucky*, in one vol. 12mo. 2. *The Life and Times of Bishop Flaget*, in one vol., 12mo. 3. *A Review of D'Aubigne's History of the Reformation*, in one vol., 12mo., which afterward swelled into two volumes, 8vo., of about one thousand pages, embracing the *History of the Protestant Reformation*

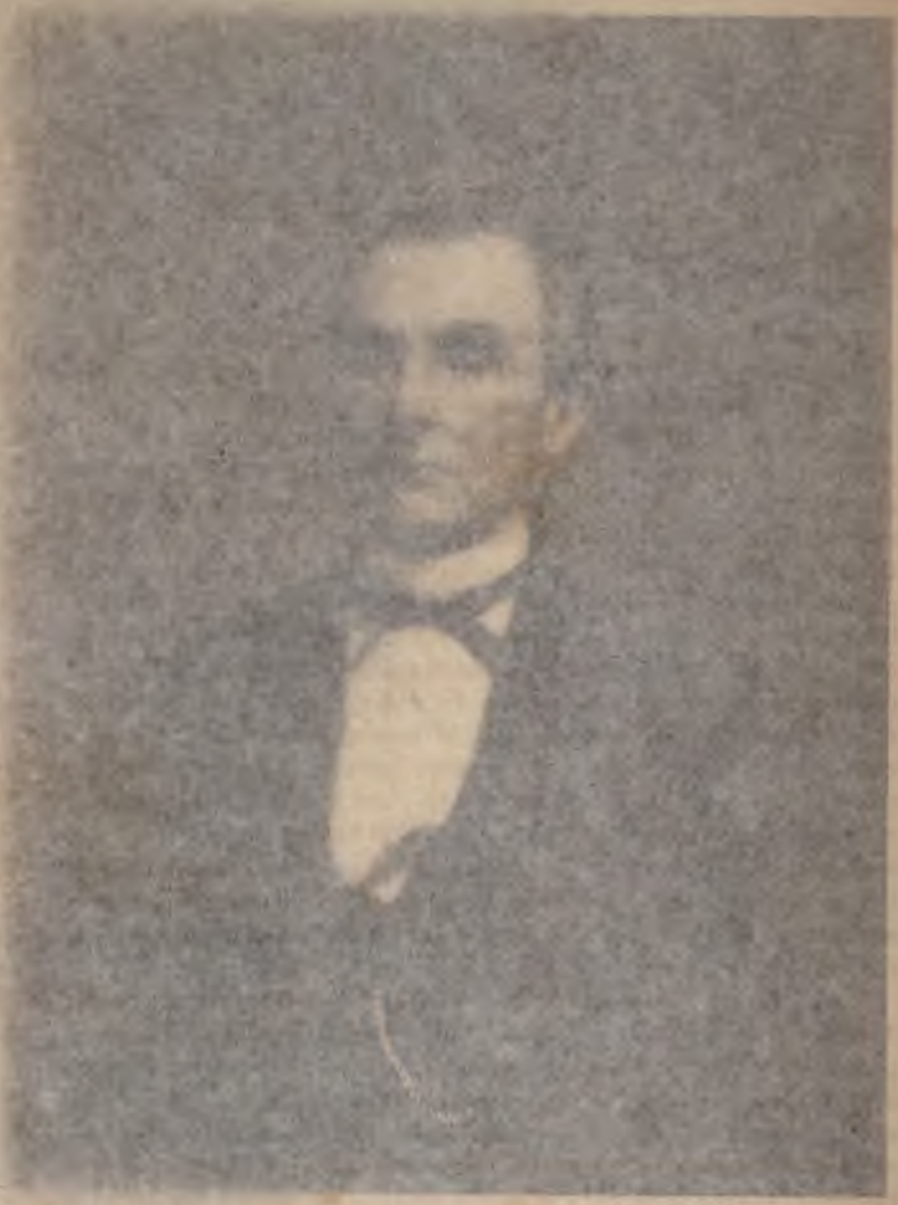
in all Countries. 4. *Miscellanea*, a collection of Reviews, Essays, and Lectures on about fifty different subjects, in two volumes, 8vo.; finally, *Lectures on the Evidences of Catholicity*, in one volume, 8vo. These have all been republished by John Murphy & Co., Baltimore, in five volumes, 8vo. They have all been extensively circulated and read, most of them having already passed to the fourth edition; and we understand that a fifth edition is in course of preparation. In addition to these works, he has written numerous pastoral letters, and a great number of leading articles in various Catholic newspapers and periodicals, beside various introductions to works translated or published under his auspices.

Though not blessed with robust health, and though often indisposed, and three or four times in imminent danger of death, Archbishop Spalding has led a most active life, and he has passed few idle moments. When not engaged in the active labors of the missionary and pastoral life, he has employed his time in reading and in writing. He has lectured, generally to crowded houses, in all the principal cities of the Union, from Boston to New Orleans, and Mobile, from Baltimore to St. Louis, and Davenport, Iowa. In 1860, he accepted the invitation of Professor Henry, of the Smithsonian Institute, and delivered therein a course of three Lectures on the Origin, Elements, and History of Modern Civilization. These Lectures, like most of the others which he has delivered, were never published, except in the summary reports of the newspapers; and we understand that they now exist only in the rough notes and outline sketches contained in the lecturer's note-book. He has passed his three-score years, more than thirty-six of which have been employed in the holy ministry, and more than twenty-two in the more responsible and onerous labors of the episcopal administration.





J. Merritt Stuart.



Bennett Steele.

ISAAC NEVETT STEELE.

AMONG those who achieve distinction, entitling them to be placed among the representative men of the community in which they live, there are many whose quiet perseverance in a particular pursuit, while it excites little notice from the mass of the public as the years pass by, results in elevating them to positions where they attract an attention that was rarely bestowed at any one period of their earlier career. The eminence thus attained is generally as lasting as it is deserved. It rests upon sure foundations. If it owes little to mere genius, whose exhibitions are often as evanescent as they are brilliant, the reputation of such men is due to their clearness of perception, their sound judgment, their unflagging industry in their single calling, and combined therewith to their moral qualities, which make them the objects personally of esteem and regard. To this class belongs the subject of the present memoir, who realizes in the place he holds at the Maryland bar the best results of the qualities referred to; but whose life, except when ill health compelled him to seek rest and recreation abroad, has been passed almost wholly in the performance of professional duties, with too little of the merely sensational in its events to afford to his biographer much material for extended comment.

Isaac Nevett Steele was born in Cambridge, Dorchester county, Maryland, on the 25th of April, 1809. His father, James Steele, a prominent citizen and large landholder, married Miss Mary Nevett, of the same county. Of their ten children, Isaac Nevett was the ninth. From the time of his marriage until 1819, Mr. James Steele resided in Cambridge, engrossed in the management of his extensive property, taking little part in public affairs, but leading the life of a genial, liberal and hospitable Maryland country gentleman. The family mansion on the Choptank river, and known far and wide as "The Point," is still standing. In 1819, Mr. Steele left Dorchester county, and removed with his family to Annapolis, where Mrs.

Steele had been educated, and where he resided until his death, which happened not long afterwards.*

The private tutor in Mr. Steele's family, at Cambridge, was the Reverend Nathaniel Wheaton,† and under his care the education of I. Nevett Steele was commenced. In due course, he went to the public academy in Cambridge, and from thence to the preparatory school of St. John's College, at Annapolis, where he remained until he was sixteen, when he entered the Sophomore class at Trinity College, at Hartford, Connecticut. Ill health here prevented his receiving a degree, and although offered an honorable position in the graduating class, he was unable to return to Hartford to take the part that had been assigned to him in the exercises of the Commencement. That his standing while in college was highly appreciated, may be inferred from the fact that he was chosen, some years later, to deliver the annual oration before the Alumni.

While in his eighteenth year, Mr. Steele entered the law office of Alexander C. Magruder, in Annapolis, as a student, and coming afterwards to Baltimore, completed his studies for the bar under the care of David Hoffman, then law professor in the University of Maryland. In 1830, he was admitted to practice. The earlier experience of Mr. Steele had little to distinguish it from that of many others. Business came to him gradually; but in 1839, he had so far distinguished himself as to attract the attention of the then Attorney General, Mr. Josiah Baily, who appointed him his deputy for Baltimore County Court—an appointment continued by Mr. Baily's successor, the late George R. Richardson, and retained by Mr. Steele until he resigned it in 1849.

The same ill health that had prevented Mr. Steele from taking part in the annual ceremonies of Commencement day at Trinity College, returned in 1845, when he found himself obliged to seek, in foreign travel, rest and recreation from the labors of his office and the general practice that had by that time engaged him. Accordingly, he visited Europe, and remained abroad eighteen months, traveling in England and on the continent. On his return to Maryland, he at once resumed the practice of the law in Baltimore, and in 1849, married Rosa L., the daughter of the late

* Mrs. Steele's father was drowned accidentally in crossing the Chesapeake bay to attend the General Court, which held its sessions at Annapolis, as a juror, and the widow marrying Dr. Murray, of that city, Miss Nevett resided and was educated there.

† Mr. Wheaton was a clergyman of the Protestant Episcopal Church, who afterward became quite prominent, and was for a time President of Trinity (then Washington) College, at Hartford, Connecticut.

John Nelson, a leader of the Maryland bar, and well known throughout the Union not only as Attorney General of the United States, but as an able statesman and prominent politician. With the drawback of ill health still interfering with the continuity of professional life, Mr. Steele was induced to accept in the latter part of 1849, at the hands of General Taylor, the place of Charge d'Affaires to Venezuela, in the hope, fully realized by the result, that the mild and equable climate of the latitude would enable him, at last, to persevere without interruption in the labors of professional life. At Caraccas, Mr. Steele remained for four years, narrowly escaping death in a struggle with robbers, who broke into the house occupied by the legation, in the expectation of finding in the dwelling of the Charge d'Affaires, the specie which it was customary for parties to deposit for safe keeping with diplomatic representatives of their respective nationalities. While in Venezuela, Mr. Steele gained considerable credit from having succeeded in procuring the settlement of heavy claims on the part of citizens of the United States, which had been so long postponed as to be regarded next to hopeless. Returning to the United States in 1853, Mr. Steele, with health strengthened and confirmed, at once resumed his practice, and from that time to the present has been assiduously and devotedly attending to it, confining himself to no one court, but having engagements in all branches of his profession in the heaviest cases, occurring as well in the inferior tribunals as in the Court of Appeals, at Annapolis, and in the Supreme Court at Washington.

Mr. Steele would not have been an American lawyer, without at one time or another, having had something, however little, to do with politics, and accordingly, we find him, at one period in his career, Chairman of the Whig State Central Committee, and on other occasions advocating in public addresses, the principles of the party to which he was attached. These, however, were but occasional occupations, and since his career began, have never interrupted the steady and even pursuit of the profession to whose highest stations he was gradually but assuredly advancing. But it must not be supposed that he reached distinction, *per saltum*, as is sometimes the case with those who achieve the highest position in the profession; on the contrary, he was contented to pass the earlier years of his life in that pleasant, social dissipation, which runs away often with time which might be more profitably bestowed. In the few years which immediately succeeded his admission to the bar, he was far more the man of society than the student of Fearne and Coke. This did not, however, last long, and when he turned from

the seductive pleasures of the drawing-room it was with an energy and power which soon drew attention to him as one who was marked for eminence.

The first occasion which drew public attention strongly to him was in the prosecution of Adam Horn, in 1843, for one of the most atrocious murders to be found in the annals of crime. Horn was an industrious German, a tailor by trade, who had come to this country in the pursuit of fortune, and by industry and frugality, had provided for his wants and made some money besides. After working for several years in Baltimore, he went to Virginia, where he bought a farm and married. Becoming dissatisfied, he sold his farm and removed with his family to Ohio, where he again purchased land and settled himself. Here his children died, and a deep hatred having sprung up between himself and his wife, he murdered her by striking her with the pole of an axe, but that failing to kill her at once, he sought to cut her throat with a penknife, and failing in that, he completed it with the sharp edge of the axe. For this crime he was arrested, committed to prison, escaped and came again to Baltimore county, where he again married a young girl of eighteen, he being fifty-one. Becoming jealous of her, he murdered her with a billet of wood, and then to conceal his crime, he severed her head from her body and burnt it in the hearth till it was entirely consumed, and put her body into a bag and buried it in his orchard. For this crime he was arrested and convicted. Mr. Steele, then quite a young man, conducting the prosecution alone against the ablest talent of the bar. The trial lasted seven days, the whole evidence being circumstantial, and the total consumption of the head of the murdered victim rendering the proof of the *corpus delicte* difficult and doubtful. The prosecution was conducted with admitted perfect fairness, against three gentlemen defending, *two of them of great experience in the profession and great weight of personal character; the third being a young gentleman, making his first efforts in the profession; but notwithstanding these odds, the perfect logical analysis of the testimony, presented in Mr. Steele's argument, was so convincing that after a retirement of ten minutes only the jury brought in a verdict of guilty. A few days after his conviction, Horn made a confession of his guilt, corroborating, in a very remarkable degree, the theories upon which Mr. Steele had claimed his conviction.

Another trial for murder, in 1849, brought to Mr. Steele great reputation for his forensic ability. This was the trial of Conrad Zintner, a young German, for the murder of Mrs. Elizabeth Cooper,

* Charles F. Mayer and James M. Buchanan

the crime having been committed at midday, on the high road, and for no other motive than to rob her of the trifle of money upon her person. The defence was *moral insanity*, and was pressed with all the vigor able and experienced counsel command. In this trial, also, Mr. Steele again stood alone, and combated with successful result the ingenious theories of his learned opponents. From this time Mr. Steele's success in his profession was assured, and with the interval we have already mentioned, he has since been constantly engaged in important causes at law, in equity, in admiralty, in patent cases, in the State Courts, and in the United States Courts, occupying his whole time in the most arduous study. Among the causes in which the profession recognize his distinguished ability, may be mentioned the "tax cases," reported in 12 Gill & Johnson, which involved a multitude of important questions in reference to the State's power to impose the taxes deemed necessary to sustain its honor and credit. These cases were argued and decided in the Court of Appeals, of Maryland, but two of them were taken on appeal to the Supreme Court of the United States, and Mr. Steele was appointed, in association with John Nelson, by a resolution of the Legislature, to argue them.

The case of McClellan *vs.* Graves, reported in 19 Md., was also a case in which the advocacy of Mr. Steele had a large share in establishing, as the law of this State, that a municipal corporation could not, by contract or otherwise, strip itself of its legislative powers conferred upon it for the public good. This question arose as to the right of the city of Baltimore to repeal the ordinance for opening Holliday street, after it had in part executed certain contracts entered into under its provisions, and the determination of it was as above mentioned.

It may not be amiss to say a word upon the leading characteristics of Mr. Steele's mind, and his professional habits. In respect to the latter, he may be said to be a pains-taking, laborious and industrious student. These qualities are limited and restrained only by a condition of health not the strongest, but these are the weapons upon which he relies. He trusts nothing to genius which he knows can be accomplished by study and research, but when he uses these more reliable weapons of forensic warfare, they are used with a logical vigor which is itself genius. Of course, with his varied practice and constant occupation, he is frequently called to the trial table with little or no opportunity for preparation, but then the full storehouse of his experience stands him in good stead for the onset, and the case will not have progressed far before he

will be abreast with the foremost. In style, Mr. Steele is entirely unpretending, his aim seeming to be directed to the matter and not to the manner of his utterance, though he is always easy and fluent. He does not attempt studied flights of oratory, but he never lacks the earnest vehemence of an aroused spirit when injustice is to be exposed or vice rebuked, and then, with the earnestness of the conviction, which pervades his own bosom, he stirs to their depths the hearts of his hearers. In his statement of a case, he is remarkable for his clearness, and in his argument of it, for his forcible conciseness. The effect which he produces upon his hearers is conviction, and the admiration he excites is that which is extorted by logical power in argument. Whether successful or not, all who listen to him are satisfied that he has omitted nothing that research could discover or thought elaborate to gain his cause. At the trial table he is cautious and wary, leaving nothing to chance and taking nothing for granted, and when he is done, little is left for any one else to do. In his intercourse with his colleagues he is frank and communicative, and in his personal relations with his brethren of the bar, his equal temper and courtesy of manner, merits and receives their highest regard. In person, Mr. Steele is above the medium height, with strongly marked features, of a spare frame and apparently nervous temperament. For some years past he has been a member of the Protestant Episcopal Church.

RICHARD S. STEUART.

THE subject of the present brief memoir, Dr. Richard Sprigg Steuart, is perhaps as thoroughly identified with Baltimore in his life, in his family connections, in his public and professional services, as any man now living. He was born in Baltimore when it was little more than a village, and at a period of time as remarkable as any in the history of the world. Blest with an acute observation, and a retentive memory, he carries with him personal recollections of the men and times, not only of Baltimore, but of the entire country, during the past sixty years. Dr. Steuart is descended from a Scotch family of great respectability and antiquity. His grandfather, Dr. George H. Steuart, settled in Annapolis in 1720. He built and resided in that venerable and elegant mansion which was recently demolished to make room for the present gubernatorial residence. He was a man of wealth and culture, and his house was the centre of refined and genial hospitality. His wife was a Miss Diggs, of one of the earliest families that settled in Maryland. The father of Dr. Steuart of whom we write, (Dr. James Steuart,) removed to Baltimore early in life, and resided in this city, in the full practice of his profession, until his death in 1846. His eldest son was the late General George H. Steuart, who was also identified with the prominent men and enterprises of Baltimore. Though marked by eccentricities of character, he was not the less public spirited, chivalric, generous and honorable, and he has left a reputation of which his family and friends may well be proud. Dr. Steuart was born on the 1st day of November, 1797. Besides the home education, which he received from a brave, upright and cultivated father, far more valuable than the training of any school, he was early sent to St. Mary's College, then but recently established by the order of St. Sulpice; who came from France at the time of the revolution of 1792. While engaged in his studies at the College in 1814, the invasion by the English troops, of his native State, took place; and, though exempt from military duty, his patriotism led him to volunteer as com-

missary to his brother's company; in which capacity he served on the field during the day of the memorable battle of North Point. Acting under the immediate direction of his gallant father, who was present as a volunteer surgeon, he bore off and bound up the wounds of those who were shot; and this circumstance probably first inclined his mind to the profession of his subsequent adoption. Having ended his College course, his father, intending him for the legal profession, placed him in the office of his friend, General William H. Winder, then in the front rank at the bar. Young Steuart, however, soon discovered that his tastes pointed to the medical profession, and with a wisdom and firmness, which were but precursors of his future prosperous career, he persisted in his determination, to which his father finally yielded a reluctant assent. He read medicine with that excellent and eminent physician, Dr. William Donaldson, commencing his studies in 1818, and graduating in 1822. The intimacy and friendship which existed between the master and the pupil, soon led to a business association, which continued with very great success, until the death of the former, in 1835.

He was at this time in the full tide of professional prosperity, and possessed the confidence of his brother physicians, no less than that of the entire community. His professional labors were performed with a systematic fidelity, which showed a disciplined mind, and a high moral sense. Whether nature had peculiarly adapted his mind to the investigation of that branch of medical science connected with insanity, or whether accidentally thrust upon him while in the pursuit of his general practice, he nevertheless, quite early in his professional career, devoted his mental and physical energies to those unfortunate beings, who by God's Providence have had the light of reason partially or wholly extinguished. A Virginia gentleman, having made a tour through Maryland and the Northern States, about the year 1836, has recently published, in the Atlantic Monthly of October, 1870, the benefits of his notes of travel. He recognized Dr. Steuart as one of the pioneers in this then dark and unexplored field of human affliction; and at that early day claims for him the introduction of the new theories and practices which have relieved thousands, who had previously, under the old system of treatment, borne sufferings which would have been cruelty to have imposed even upon crime, much less upon a misfortune so deplorable, and which, above all others, appeals so powerfully to the sympathy of the human heart. The Maryland Hospital for the Insane was established in Baltimore

in the year 1797. Previous to this time, and even afterwards, the insane of our State were chiefly confined, oftentimes in dungeons, and in chains, and were generally regarded as hopelessly beyond the reach of human skill, and almost outside of the pale of human sympathy. With this one step towards improvement, the management of the insane, especially of those who were paupers, was very imperfect. The skill and benevolence of the Doctors Mackenzie, father and son, who had the early charge of the hospital, did much to improve the old system of treatment, but they were unable owing to the want of suitable accommodations and necessary means, to accomplish such results as the benevolent public had hoped for and expected. The public mind, however, became gradually enlisted in this great cause, and in the year 1828, the Legislature took the matter in hand, and by the still existing act of incorporation, placed the management of the hospital in the hands of some of the most enlightened and philanthropic citizens of the State; and made liberal and permanent provisions for its support. Dr. Steuart was at once elected President of the Board, and Medical Superintendent, because of his peculiar fitness for the position; for, although a young man, he had manifested a skill and zeal in the cause, which rendered his selection eminently proper. Nor did he disappoint the sanguine expectations of his friends or the public, for he immediately arose equal to the emergency; and from the day of his connection with the hospital, a new era dawned upon the science of the treatment of insanity, in all its varied forms.

Moral suasion, instead of cruel force, constitutes, under his system, the mode of treating this unhappy class. From that period, among men of science and philanthropy, Dr. Steuart has been regarded as one of the leading spirits in this particular branch of medical investigation. Under the delegated authority of the Board, Dr. Steuart assumed almost entire control of the management of the Hospital; and knowing what primary importance it was to have proper and efficient attendants upon his patients, he sought and obtained the services of the Sisters of Charity, who, up to that time had never been employed upon any such duty. But they were apt scholars, and soon attained a skill that many years have sealed with the character of eminent capability; and by no one has their success been more commended than by their early friend and instructor, in this their new department of self-sacrifice and Christian devotion.

Another feature connected with the administration of this Hospital, introduced by Dr. Steuart, was the employment of a corps

of young medical friends, to assist him in his gratuitous labors. Thus the institution was not only one of benevolence, but it also became a school of instruction, and many valuable and lasting lessons learned here, were carried into the outer world, to the great alleviation of the afflicted, in the private and secluded walks of life. For more than twenty years, out of forty-one, the services of Dr. Steuart were rendered to this institution, without any other reward than that derived from the consciousness of having discharged a high and noble duty to his suffering fellow man, and in having developed the application of new and important principles in a branch of science hitherto almost totally rejected in his native State, and, indeed, but little investigated in any part of our country.

In 1838, this Hospital was converted into one exclusively for the Insane, and the buildings extended, and its accommodations enlarged and improved. Previous to that time, Dr. Steuart had, in addition to his attention to patients in the hospital, been actively engaged in the general practice of medicine in the city. The increase of the number of the insane, rendered it necessary for him to require the appointment of a resident physician. Accordingly, Dr. William Stokes was appointed, who resigning after a year's service, was succeeded by Dr. William Fisher, who, after remaining eleven years, was forced to resign on account of infirm health. He, in turn, was succeeded by Dr. John Fonerden, who proved the wisdom of the selection by twenty-two years of faithful and meritorious service, and was so engaged until his death. He, in turn, was succeeded by Dr. William F. Steuart, who, like his predecessors, possesses, in a high degree, the qualifications requisite for the responsible and delicate duties of his position. After Dr. Steuart had witnessed the complete success of his efforts, he yielded to a desire, which had been strengthened by declining health, to seek repose on his paternal estate in Anne Arundel county. Accordingly, in 1842, he surrendered his large general practice, (partially severing his connection with the Hospital,) and removed to Doden, his country seat, which had been that of the family for more than a century. He continued, however, to fill the post of President of the Hospital Board, and to discharge its general duties, with unabated energy.

Entering upon the pursuit of agriculture, he proved himself an "economist of labor," a kind master, and, as his efforts were attended with success, he was regarded by his neighbors as a model farmer. But upon the death of the lamented Fonerden, in May, 1869, he felt it his duty to humanity and to his State, to come from

his retirement, and endeavor to repair the loss of the late efficient superintendent. He, accordingly, took up his abode at the hospital, and has again assumed the superintendence of the establishment, with all the vigor and ability which characterized his early administration. In 1850, the Board of the Maryland Hospital, finding themselves encroached upon by the rapid extension of the city improvements, and feeling the necessity of an enlarged and more capacious building, applied to the Legislature to make suitable appropriations for a new hospital, to be erected upon a more remote and eligible location. As an inducement for them to do so, Dr. Steuart volunteered to procure from his friends and the citizens of Baltimore, the means necessary to purchase a suitable site for the proposed new hospital. Such was his influence and weight of character in this community, that this object was soon accomplished, and in 1852, he had secured an estate of one hundred and thirty-six acres, six miles from the city, on one of the most commanding and desirable locations within twenty miles around—an estate which has more than tripled in value, since it was selected by the wisdom and good taste of Dr. Steuart. Subsequently, the munificence of the State has erected upon these grounds a building, yet incomplete, which promises to equal in grandeur, stability and completeness of arrangement, any similar structure in the country. For the general plan, and steady perseverance in its construction, the State is mainly indebted to the untiring efforts of Dr. Steuart. As valuable and disinterested as have been the public services of this gentleman, and as worthy as they are of emulation among all classes of our people, his private and personal character afford an example far worthier of study and imitation. In the popular sense of the term, Dr. Steuart is not a self-made man. He was born and reared in competency, and had every advantage of education and refined society from his infancy. To Dr. Steuart, fortune has never had any attraction or use, beyond the power to do good, and to gratify the Christian obligation of a generous and unostentatious hospitality. While he did not aspire to great commercial and financial skill and achievements, he was none the less a good and accurate business man, in the ordinary and simple affairs of life. His honesty in all business transactions has never been questioned, and in great as in small things, his word has always been accepted as a pledge equal to his bond. His intercourse with the world is governed by the law of personal merit, rather than by the fictitious and ephemeral rules of fashionable society, and his friendships are mainly based upon the same great principle. Though not a profess-

ing Christian, he is yet possessed of most of the Christian virtues in a high degree; but there is one, however, which does not belong to him, as he is not "slow to anger." With a temper exceedingly quick, and an honor equally sensitive, the odor even of an insult was always offensive, and met his prompt and decisive rebuke, at all hazards. In him the two noblest, as they are perhaps the most opposite of human virtues, gentleness and courage, are happily and harmoniously blended. Though past his seventy-third year, Dr. Steuart is still in the full enjoyment of all his faculties, and pursues his usual avocations, with the cheerfulness and zeal of early manhood; and his friendships are as warm, and his intercourse with the world as genial, as they were in the days of his youth.



Thos: Swann.



THOMAS SWANN.

WHEN a citizen has performed such important services to his State, and spent so large a part of his life in her service as to identify himself with her history during a period of greatest activity; the office of biographer becomes almost merged in that of historian. This is the case with the subject of this sketch, who, though a citizen of Maryland by adoption only, has indentified himself with most of the important incidents in her history for the last quarter of a century. THOMAS SWANN, was born in Alexandria, in the State of Virginia. His ancestry, on both sides, belonged to several of the oldest and most distinguished families in that State. His father resided in the city of Washington, where he bore a high reputation as one of the ablest lawyers at the bar, and during the administration of President Monroe, and for some time after, filled the important office of U. S. District Attorney for the District of Columbia. Mr. Swann received his education at Columbian College, and afterwards at the University of Virginia. After leaving the University, he commenced the study of the law, in the office of his father, at Washington, and during the administration of President Jackson was appointed Secretary to the Neapolitan Commission. This Commission was composed of Mr. Silliman of Ohio, Mr. Cabot of Massachusetts, and Mr. Livingston of New York, and Mr. Swann filled the office of Secretary until the close of its business.

In 1834, Mr. Swann married Miss Sherlock, the daughter of an English gentleman, and granddaughter of Robert Gilmor of Baltimore. Soon after his marriage, he removed to the city of Baltimore, where he has since resided. Though possessed of ample fortune, Mr. Swann's character was too energetic, and his inclination to public life too strong, to allow him to remain idle; and he soon took an active interest in the great works of internal improvement then projected by the people of Maryland. In 1845, he was elected a Director in the Baltimore and Ohio Railroad Company. This magnificent road, designed on a scale, and in the face of engineering

difficulties then unparalleled, will ever remain a monument to the boldness, energy and farsightedness of the men, who, foreseeing the future of their State, planned, commenced and conducted it to completion. Now, with a network of railways, spread all over the country, and familiarized with enterprises of almost fabulous magnitude, we can scarcely appreciate the wisdom, which, forty-five years ago, was required to plan, and the courage to construct a line of railroad, passing through the very heart of the Alleghany mountains, and connecting the city of Baltimore with the Ohio river, then in the far and inaccessible West. In 1847, while the road was contending with apparently insurmountable difficulties, both financial and natural, the former due to the embarrassed condition of the city and State treasuries, and the latter to the rugged and mountainous nature of the country through which it passed, Mr. Swann was elected as its President, to fill the vacancy caused by the resignation of Louis McLane. The choice of Mr. Swann at this crisis in their affairs, shows what an estimate of his talents and energies was formed by the Company; and his continuance in the office until the completion of the road to the Ohio river, is evidence that their choice, and the verdict of public opinion, which greeted his election, was fully justified. Mr. Swann at once directed all his energies to the accomplishment of the work he had undertaken, and the result of his administration was the completion of the road to the Ohio, in 1853, after a disbursement of more than thirteen millions of dollars.

This great task accomplished, Mr. Swann resigned his position. The Board of Directors, in accepting his resignation, passed resolutions expressing their regret. A committee, consisting of Messrs. B. C. Howard, Columbus O'Donnell, and Henry S. Garrett, was appointed to communicate to Mr. Swann the thanks of the Board, for his able administration of the affairs of the Company. The committee, in their letter to Mr. Swann, enclosing the resolutions said: "We would but imperfectly discharge our duty, if we did not add our individual and personal testimony to the great value of the services which you have rendered the Company, while surrounded by every species of difficulty, physical, political and pecuniary. At length, the great object is accomplished. Man has triumphed over the mountains, whose lofty summits and deep chasms appeared to forbid every species of transit. The little streams which meandered through the deep gorges of the Alleghanies seemed to be the only moving things allowed by nature to interrupt her profound silence, until human skill and boldness, under your decisive man-

agement, pierced the hills and spanned the ravines. In looking back upon the history of the past four years, we find in every part of it abundant evidences of your intelligence, and firmness, and integrity."

No individual has ever retired from a public position, upon whom compliments were more profusely bestowed. The enterprise with which he had been connected was one of national importance. It was the first railroad on an extensive scale that had been undertaken in the New World, and for many years the only one which proposed to unite the East and the West, by scaling the formidable mountain barriers which separated them from each other. The experience derived from the construction and working of this road; the improvements made by those connected with it, or immediately interested in its success as an experiment, for such it emphatically was for many years after its inception; and above all, the confident and unyielding perseverance with which it had been prosecuted, had stimulated similar undertakings in other States, and its progress had been watched with solicitude from every quarter. The many tributes paid to the energy and foresight with which Mr. Swann conducted his administration, indicate the profound respect which the country entertained of his ability and services while executive of that great corporation. The value to the city of Baltimore, of safe and rapid communication between the Atlantic coast and the fertile valleys of the Ohio and Mississippi has been incalculable; but while thus contributing to the material growth and prosperity of the commercial metropolis of Maryland, it has been no less effective in uniting and strengthening the bonds of national union, by quick transit and inter-state exchange of commodities. The necessity of establishing lines of steamers, to deflect the wave of foreign emigration to the arable lands of Maryland and the West, *via* Baltimore; as well as to furnish direct communication with Europe, was noted, and their inestimable advantages forcibly and eloquently urged by Mr. Swann. Of many favorable notices received, from all parts of the country, upon the completion of this truly national highway, we confine ourselves to an extract from a letter of Chas. Ellet, an engineer of the highest professional reputation. In urging Philadelphia to complete the Hempfield Railroad, he asserts that the Baltimore and Ohio Railroad would be completed to the Ohio river at the appointed time, and adds, "That Company is moving now under an administration such as has never before directed its progress. Bold, eloquent, and confident; a gentleman of open and unconcealed address; their able and efficient President

plans, resolves and acts. Sustained by an engineer at once skillful, experienced, energetic and cautious, his action is always direct, and always successful. I know those people, for I have encountered them, and measured their strength." Mr. Swann next accepted the Presidency of the Northwestern Virginia Railroad Company, the charter of which had been obtained through his efforts, to which he had been elected some time previous. This road, which was also completed under Mr. Swann's administration, leaves the line of the Baltimore and Ohio at Grafton, about two hundred miles west of Baltimore, and strikes the Ohio river at Parkersburg, about ninety miles south of Wheeling; thus forming part of the great air line between Baltimore and Cincinnati. While President of the Northwestern Virginia Company, Mr. Swann visited Europe, and spent several months in traveling in England, and on the Continent. Mr. Swann's public spirit has prompted him to originate and successfully conduct several local enterprizes of which the citizens of Baltimore are justly proud. In 1856 he was elected Mayor of the city of Baltimore, and re-elected in 1858.

During his Mayoralty, he introduced many improvements of great and lasting benefit, of which one of the most salutary was the re-organization of the Fire Department. This organization, originally constructed on the voluntary principle, however efficient it may have been at an earlier period, had at this time degenerated into a great social nuisance, and yet the proposition to introduce a paid department, under municipal control, and to substitute steam fire engines for the inadequate hand apparatus, was violently opposed. The immense superiority, however, of the steam apparatus was soon practically demonstrated, and the volunteer companies were dissolved without further difficulty.

The introduction of the Police and Fire Alarm Telegraph, now common in all our large cities, but then a novel experiment, was due to the foresight and intelligence of Mayor Swann. The present system of water works, by which Baltimore receives an abundant supply of pure water at an elevation of two hundred and seventeen feet above tide-water, is another of the improvements for which the city is indebted to Mr. Swann's administration. During the same period, also, the jail, which was found totally inadequate for a city of nearly 200,000 inhabitants, was replaced by a building of great size and striking architecture. At this time the introduction of passenger railways running through, to the immense convenience of the public, had been effected in several of the chief cities of the Union, and several companies had applied to the municipal authori-

ties for permission to lay tracks and run cars through the streets of Baltimore. Through the suggestions and advice of Mr. Swann, the Council granted this privilege, annexing to it the condition that the Company undertaking the enterprise, should pay into the city treasury one-fifth of its gross earnings, which sum was to be appropriated to the purchase and adornment of public parks. It was thus that the public became indebted to the administration of Mayor Swann for the magnificent domain of Druid Hill Park, whose unrivalled natural beauties are now the just pride of our citizens, and the admiration of strangers.

This Park was purchased, and is now maintained, by means of the revenue derived from the City Passenger Railway, which, during the year 1869, amounted to nearly $120,000, a sum sufficient to pay the interest on the purchase bonds, and leave a handsome surplus, to go to the large and increasing fund set aside for the improvement of the grounds. When the war between the States began, in 1861, Mr. Swann, though a Virginian by birth, and at one time a large slaveholder, who, however, had emancipated his slaves several years before the war, took a position strongly opposed to the secession of the South, and during the entire war remained a firm partisan of the Union. In 1863, Mr. Swann was elected President of the First National Bank of Baltimore, in the organization of which he had taken an active part, and he continued to hold that position until 1864. While the war was yet in progress, he was elected by the Union party, then in power, as Governor of Maryland, and took his seat as Gov. Bradford's successor on the 1st of January, 1865. On the termination of the war, Mr. Swann supported the policy of President Lincoln, which he believed would effect a speedy restoration of the shattered Union; and on the accession of President Johnson, he strongly advocated his plan of reconstruction. At the session of the Legislature in the winter of 1866, Governor Swann was elected U. S. Senator, on the expiration of the term of Mr. Creswell, but, at the solicitation of his friends, he resigned the position, and remained at his post as Governor until his term of office expired, January 1st, 1869. The resolutions passed by the General Assembly of Maryland, March 1st, 1867, are of such interest, that we here transcribe them.

"*Resolved by the General Assembly of Maryland*, That the communication just received from His Excellency Thomas Swann, announcing his declination of the office of United States Senator, to which he had been chosen by the present Legislature with great unanimity, has, under the peculiar circumstances which surround

it, impressed the Legislature with profound sensibility; and that in view of the momentous interests involved, and the cause of constitutional government in all the States, we recognize in the determination of the Governor to remain firmly at his post in the executive chair, at this juncture in the affairs of the State, as an evidence of the same devotion to its welfare, which has in the past earned for him its highest honors, and will in the future more strongly commend him to the confidence of the people.

"*Resolved*, That the General Assembly are fully impressed with the opinion, that Governor Swann has but complied with the general wish of the people of Maryland, in deciding to remain in the Gubernatorial office, and that he will in the future, as in the past, discharge the duties of his office with firmness and fidelity.

"*Resolved*, That a committee of three, two on the part of the House of Delegates, and one of the Senate, be appointed to present to the Governor a copy of the foregoing resolutions."

In November, 1868, Mr. Swann was elected by the Democratic party as Representative of the Third Congressional District of Maryland, in the Congress of the United States, and in 1870, he was re-elected to the same position. Although a member of the minority of the House of Representatives, Mr. Swann is on several of its most important committees, and when he addresses the House, is listened to with the deference and attention which is uniformly accorded to the comprehensive views and correct judgment of a legislator and a statesman. The powerful influence he wields among his fellow members, and the weight given to the measures which he originates and advocates, not only afford ample proof of the high estimate entertained of his ability, but suggest his advancement to higher positions of honor and usefulness to the nation. Thus it will be seen, that he has spent the last twenty years of his life in an almost uninterrupted career of public service. Mr. Swann is a man of distinguished personal appearance, of stature above the middle height; he is an able and eloquent speaker; a chaste and vigorous writer; and a gentleman of polished manners and frank address. Few men have occupied as elevated and responsible positions in their own States, and none have left more enduring monuments as evidence of the fidelity and ability with which the duties entrusted to them have been discharged.



R. B. Taney



ROGER BROOKE TANEY.

ROGER BROOKE TANEY was born on the seventeenth day of March, in the year seventeen hundred and seventy-seven, in Calvert county, Maryland. He was descended from an English Catholic family, who settled in Maryland about the middle of the seventeenth century—his paternal ancestor in 1656, and his maternal ancestor as early as 1650. Tradition has confirmed to us the high social and private worth of his ancestors. The early bent of his mind was towards study, and ill-health served to withdraw him from the rougher associations and pursuits of youth to a companionship with books. He was entered at Dickinson College, Pennsylvania, and graduated at the age of eighteen. On leaving college, he began the study of law in Annapolis, and in 1799 was admitted to the bar. He commenced practice in his native county; and his abilities attracting attention, he received a liberal share of patronage, and was elected, also, a delegate to the General Assembly. In 1801, he removed to Frederick, where he practiced his profession with increased success.

His popularity grew with his length of residence in the town of his adoption, superinduced by the bright qualities of his intellect and the elevation of his character, exhibited in all the walks of his daily life. In 1816, he was elected State Senator; and on retiring from that office in 1822, he removed to Baltimore. In 1827, although opposed, in his political opinions, to the then Governor and Council, he was appointed Attorney General of the State. In 1831, he was appointed, by President Jackson, Attorney General of the United States, and in 1833, Secretary of the Treasury of the United States. The latter appointment was rejected by the Senate, which body was in an anti-administration majority at the time. In 1835, he was nominated by President Jackson as an Associate Justice of the Supreme Court, but the Senate postponed action on the nomination indefinitely on the last day of the session. On the death of Chief Justice Marshall, Mr. Taney was nominated by President Jackson as his successor, and in March, 1836, the Senate,

which in the meanwhile had changed its political complexion, confirmed the nomination. In June, 1837, Judge Taney took the oath of office and his seat as Chief Justice of the Supreme Court of the United States, which position he occupied up to the time of his death.

"Born amid the struggles which gave us independence, he was cast in the mould of the greatness which they fashioned," and the instincts, influences, principles of the period of his birth, accompanied and were a part of him from the cradle to the grave.

The steps of his career through youth, through manhood, and through age, were his own unaided steps; his guide was his intellect; his only patron was his will. Looking backward at the close of life, from the hoary heights of eighty-eight years, he had it in his power to behold at each successive stage, the prominent cause of his success to have been reliance on himself. His success, therefore, was founded on merit, yet in review of that success, we are surprised at its completeness, when we are made aware of some of the obstacles in his pathway—obstacles, seemingly, insuperable. In the composition of his nature were two serious defects. One physical, the other moral, or mental. He was feeble in constitution throughout his whole lifetime, sometimes so much so as to be compelled to cling to objects for support; and he was possessed of a fiery temper. Yet his fragile body, beyond the period allotted to human existence, was buoyed and held together by a high soul, while his passion, by degrees, he mastered by his will: so that where weakness was, was strength, and in presenting in his person feebleness of body, and heart hard to rule, he presented, also, in the conduct of his life, under the dominion of his happy higher attributes, the extraordinary spectacle of a man who both knew and overcame himself; hence, in the role he was called upon to play, the distinguishing trait in his character was a disciplined firmness, while gentleness, calmness, humility, charity, trooped about him the natural and ever-present ministers of their master. His intellect was as comprehensive as his character was strong; and among his bright attributes, clearness of judgment was in the ascendency.

In political life, at the bar, on the bench, in public and private concerns, steadfastness of purpose was the central jewel of his soul. President Jackson wished him to remove the deposits. Mr. Taney believed it to be right and did it. At his post in the Supreme Court his response to the demand of duty was as true as the hand to the hour. Unswayed by passion, ungoverned by interest,

dead, in his high station, to all voices but the voice of truth—guided by a judgment, well balanced, his opinions flowed from him like pure gold from the furnace.

Free from the weaknesses which so frequently distemper greatness, Roger Brooke Taney, embodied in his personal nature and public character, many of the high traits, which have made men famous, in spheres directly the opposite of his own. He never buckled on a sword in action, yet he had the personal courage, the intrepidity, the fortitude, the coolness and self-possession of a Marlborough or a Wellington; and it was these great qualities which drew to him the confidence and love of as peerless a soldier as ever lived, Andrew Jackson, whose fearless minister be became.

Inflexible and zealous as Richelieu; as strongly attached to his whole country and as sternly bound to the policies which he conceived should rule it, as was ever the great Cardinal to his beloved France, he yet, happier than the Priest, in furthering his views steered through the conflicts of parties, with neither blur upon his name, nor blood upon his skirts.

He ignored whatever tended to a departure from the spirit of the organic law of his country, and ever planted his judgment, as a shield, against innovations on whatever pretexts, and from whatever quarter they might come. As a freeman, a patriot, a statesman, a jurist, the Constitution was his life-study and guide. He was imbued with its teachings till they were become a part of his intellectual and moral nature. His affections were entwined with them. They were his inspiration. He lived, indeed, for the Constitution, and he died struggling for its inviolability.

As an orator, Mr. Taney was almost solely argumentative, the contemporary at the bar of Harper, Pinkney, Wirt, Winder, Jennings, Luther Martin, although always deeply earnest, he never rose to the impassioned heights for which their efforts were frequently distinguished, and his style was without ornament. Yet there was a singular sweetness in his smooth speech that found its way into the hearts and minds of his hearers with an irresistible power. Court, jury and spectators following in the wake of his calm reason, warmed with his progress, and transported, finally, by him into the presence of majestic truth, felt him eloquent indeed. His high moral character carried with it an influence as potent as his logic was clear and convincing. In every sphere in which he moved in life he filled the measure of its requirement. He was humble before God—true to his country—just to man.





Geo. H. Thomas



Geo. D. Adams

GEORGE P. THOMAS.

GEORGE P. THOMAS, President of The Maryland Life Insurance Company, and head of the mercantile house of George P. Thomas & Co., was born in Frederick county, Maryland, in the year 1828. His father, George Thomas, was a substantial, well-to-do farmer, and the son, the subject of our sketch, was brought up, until he attained the age of twenty years, to agricultural pursuits. He had received in boyhood the plain education of a country school. When he was twenty years old his father died, and he was left to his own resources, with the necessity before him of shaping his future course in life according to his own will and judgment. After a brief engagement as a clerk in a store in the town of Winchester, Virginia, under the charge of an elder brother, Mr. Thomas decided to settle in Baltimore. He came to this city in the latter part of 1848, without a single letter of introduction, and with scarcely an acquaintance in the city. Soon after his arrival, in January, 1849, he became associated with a former resident of Frederick county, in the management of the old Globe Inn, at the corner of Baltimore and Howard streets, of which establishment he and his partner had purchased the furniture and fixtures. This arrangement lasted for eighteen months, when Mr. Thomas quit the business of hotel keeping and took a clerkship in a wholesale dry goods house.

Thus far his experiments in business had added to his stock of worldly knowledge and experience, but had contributed in no other way to his advancement in life. His acquaintance with the business community had, however, become sufficiently enlarged to encourage the hope that he might be able to form some connection which would enable him to engage in business on his own account. He accordingly looked about for such an opportunity, and in August, 1852, entered into a copartnership with two others for the purpose of embarking in the wholesale wine and liquor trade. This business the firm successfully and profitably carried on, and when, in 1866, after an association of fourteen years, Mr. Thomas retired from

the firm, it was in order to continue the same branch of business under his own name. This he has done successfully to the present time.

During his active and prosperous business career, Mr. Thomas has become widely known in the community, and acquired the confidence and esteem of his fellow citizens to that degree that he has been called at various times to fill different positions of trust and honor, both in municipal affairs and in connection with those of various corporations. In 1852, he was brought forward by his friends as an *independent* candidate for the City Council from the Fourteenth Ward, in which he then resided. Although the Democratic party, to which he belonged, was at that time in a minority in the ward, such was Mr. Thomas' personal popularity that he was elected over the gentleman who was then, and had been frequently before, the representative of the ward in the Council. During the following session of the Council, Mr. Thomas, or, as he now began to be generally called, Colonel Thomas—(a designation he owes to the fact that the then Governor of the State, Hon. E. Louis Lowe, had appointed him one of his military aids, with the rank of Colonel,)—was Chairman of the Committee on Internal Improvements. In this capacity he was instrumental in procuring the passage of an ordinance giving the endorsement of the city, to the amount of one million of dollars, to the bonds of the Pittsburgh and Connellsville Railroad, a measure which he proposed and advocated. This road, which is now approaching completion, is an important link in the great chain of western railway communication, from which the most beneficial results to the trade and prosperity of the city are anticipated. In 1855, Colonel Thomas, having removed his residence from the fourteenth to the twelfth ward, was again elected to the City Council from the latter ward. At the close of the session of 1856, during which he proved himself as before a useful and valuable member of the Council, Colonel Thomas bade adieu to politics, with the view of devoting his time and attention more uninterruptedly to his private affairs. To this course he has since adhered, but not so as to prevent him from taking an active part in several enterprises of public utility. He is now one of the members of the Water Board, having been appointed to that position by Mayor Banks immediately upon his accession to the Mayoralty. Great and valuable improvements have been effected by the Board since he has been a member, in reference to the water supply of the city, among which may be included the completion of Druid Lake, which when filled with water, which is now being let in, will

form an additional attraction to the beautiful Park from which it takes its name, as well as afford the means of furnishing the entire city with water for a period of many weeks, should the supply from Lake Roland, at present the city's sole dependence, be at any time or from any cause interrupted.

Eminently practical and public spirited in his temperament and views, Colonel Thomas has readily contributed his means and influence to the formation of various institutions designed to meet public and business necessities, and to promote habits of thrift, economy, and providence among his fellow citizens. In the early part of 1865, he formed the idea of establishing a mutual life insurance company in Baltimore,—the business being then entirely in the hands of the agents of foreign or out-of-town corporations. He communicated his views to one or two personal friends, and encouraged by their approval, resolved to put his idea into immediate execution. As a special charter could not at once be obtained—the Legislature not being in session in that year—it was resolved, in order to avoid any delay in carrying out the project, to make use of a charter which was already in existence, having been granted by the Legislature at a former session, but which the parties who held it had never used. The necessary authority having been thus obtained, the next step was to secure subscriptions to so much of the capital stock as by the terms of the charter was required to be subscribed, before the company could be organized. These subscriptions were obtained chiefly through the personal efforts of Colonel Thomas, and at a meeting of the subscribers held in July, 1865, The Maryland Life Insurance Company of Baltimore was organized by the election of a Board of nine Directors, of whom Colonel Thomas was one. At the first meeting of the Board, the originator and prime mover in the enterprise was unanimously elected President. This position he has held ever since—having been each year re-elected without opposition—and in the discharge of its duties has exhibited all the qualities which are peculiarly requisite for the successful conduct of the business of life insurance. The Company which is the first of the kind ever successfully established in Baltimore, and which is now (1871) in its sixth year, with assets amounting to over half a million of dollars, and a position of undoubted credit in the business community, indubitably owes, not only its first institution to the liberal enterprise and resolute energy of its President, but the success which has attended its operations in the face of the vigorous competition of the older and long-

established offices of other cities, largely to the prudence and judgment with which he has uniformly administered its affairs.

Thoroughly impressed with the usefulness of such institutions when properly conducted, Colonel Thomas heartily and actively united with a few personal friends in establishing the Real Estate and Savings Bank of Baltimore, a corporation designed to encourage provident habits among the industrial classes, by affording them a safe depository for their limited savings, with such accretions of interest as may result from prompt and regular investments at the best rates consistent with undoubted security, as well as by placing within the reach of persons without capital and desirous of acquiring a homestead, the means of accomplishing that object. In all the stages of its existence and growth, Colonel Thomas has manifested an active interest in the institution, and in completing its organization, he was unanimously chosen to fill the responsible office of Treasurer. The energy and care displayed in the discharge of this trust have commanded the highest commendation of the Directors, while the gratification which Colonel Thomas derives from the fact, is his only compensation, there being no salary attached to the office.

At the first meeting of the charter members of The Home Fire Insurance Company of Baltimore, Colonel Thomas was elected chairman, and subsequently acted with another of the corporators, as a commissioner to receive subscriptions to the capital stock, and to put the Company into operation. He was afterwards elected a member of the Board of Directors, and has been successively re-elected at each annual meeting. Another institution of which he is and has been for five years a Director is the Eutaw Savings Bank.

Such are some of the public enterprises with which Colonel Thomas has been usefully and honorably associated. He is still in the prime of life, and to his active and philanthropic spirit the community may reasonably look for other and perhaps greater services. The present sketch would be incomplete, if it were not added, that in private and social intercourse, Colonel Thomas is as kind and genial, generous and just, as in his public relations he has proved himself prudent, honorable, energetic and successful. He is another added to the numerous examples of which this volume bears record, of men who have made their way to the front rank of usefulness and position by force of their own character, innate qualities and personal merits, unaided by early or exceptional advantages of friends or fortune.

OSMOND C. TIFFANY.

THE many great advantages of the city of Baltimore as a place of business and of residence have from time to time attracted to it large numbers of New England merchants. This was especially the case just after the close of the second war with England, when many settled here. Among these OSMOND C. TIFFANY took prominent rank. He was born in Attleborough, Massachusetts, in 1794. He received his business training at Pawtucket, Rhode Island, in the counting room of Samuel Slater, known as the pioneer of domestic manufacturing in the United States. Mr. Tiffany came to Baltimore in 1815, and entered into business with his friend, afterward his brother-in-law, William C. Shaw. Mr. Shaw was also a New England man, from Marshfield, Massachusetts. He had settled in Baltimore just previous to the war of 1812, and was one of the defenders of the city when the British advanced to attack it.* The close and friendly relations established between these two merchants continued unimpaired through life, and for very many years was uninterrupted in business, Mr. Tiffany always recognizing with pride the spotless purity and integrity of his partner's character. Under the firm of Shaw & Tiffany they carried on the domestic commission business, on Baltimore street, a few doors below Howard. By Mr. Tiffany's untiring attention to sales, his general enterprise, his assiduity in making the acquaintance of business men who visited the city from the interior, gaining their confidence, offering them the inducements of a large and well assorted stock of domestic fabrics, and every facility which could superinduce trade, he soon built up a large business,—the largest of any house of the same kind in the city.

At that time the manufacturers of straw goods, boots and shoes, and wool hats, and of cotton and woolen hand cards in New England, sought a distributing market through the agencies of commission houses in the large cities. Shaw & Tiffany were the first to include these commodities in their general sales in Baltimore. The

* He built for his residence the fine mansion at the head of Liberty street, now the town house of A. S. Abell.

amount sold continually increased, so that about the year 1824 Mr. Comfort Tiffany, who had been in business in St. Louis, closed his operations there, and joined his brother and Mr. Shaw, under the firm of Shaw, Tiffany & Co., taking the entire management of this new department. While Mr. Comfort Tiffany resided in the West he had ample opportunity to make the acquaintance of the best dealers in Missouri, and it was after his return to Baltimore that the western business of the house began to assume its importance. Prior to that, very few, if any, goods were sold in quantities in Baltimore to go west of the Alleghany Mountains. The trade was nearly confined to States adjacent to Maryland, and out through the valley of Virginia into Tennessee, and the northern part of Alabama and part of Kentucky. Mr. O. C. Tiffany, with his peculiar foresight, conceived the advantage of an early intercourse with the trade of Cincinnati, Louisville, St. Louis, and the other towns along the western rivers just growing into significance, and took the proper means of drawing attention to the Baltimore market and securing the first large trading operations with those regions. His firm was, consequently, the very first in Baltimore to make sales to the wholesale dealers west of the Alleghanies. Other houses followed the example; but for a long while Shaw, Tiffany & Co. were the general reference to all who wanted to know the standing of applicants for credit.

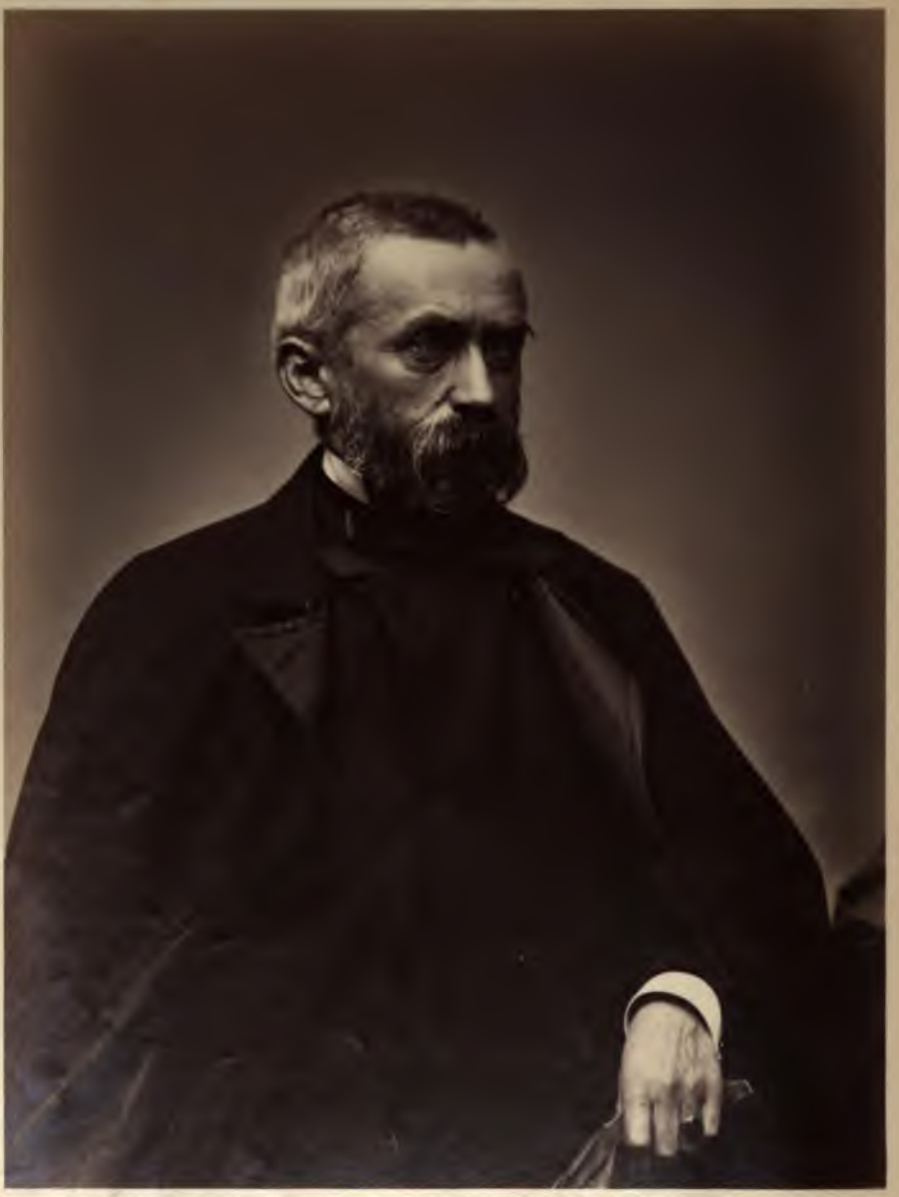
The local advantages of Baltimore before the successful introduction of canals and railroads across the mountains north of us consisted in its nearer proximity to shipping points on the Ohio river and its tributaries, and was availed of in wagoning freight by the through turnpike roads to Wheeling and Pittsburgh. The first of these being to a great extent a national free road, the preference was always given by the wagoners to that route. Competition for sales to the West began to increase between the cities, and the cost of transporting heavy merchandise per hundred by wagon was an item which buyers from the West had to take into account and looked to very sharply. The advantage of a uniform and minimum rate of freight was, therefore, apparent to all seeking the trade of the West, and they saw the importance of maintaining it, as the wagoners themselves would take advantage of a pressure of freight at any time, and demand excessive pay.

Mr. O. C. Tiffany was among the first to see the utility of a wagon line to Wheeling, owned by a stock company, which should establish a uniform rate of transportation throughout the year, that would be acceptable to customers. He labored successfully with others to make up the required amount of stock. The project was

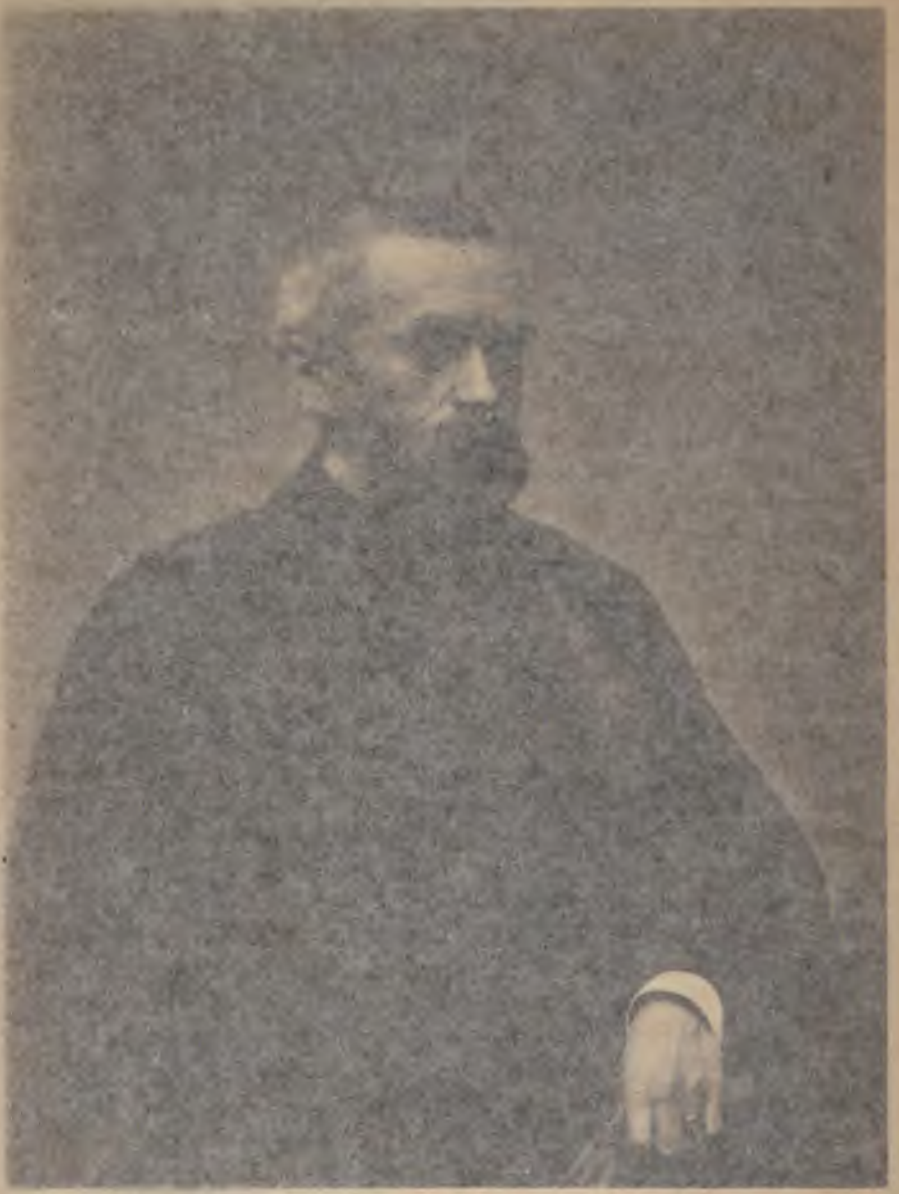
completely successful; and for several seasons its operations proved most advantageous to the trade of the city, although it eventually resulted in loss to the individual stockholders.

Mr. Tiffany not only prosecuted his own business in a way to secure success, but his liberal, intelligent and judicious course, and honorable mode of dealing gave a character to the business circle to which he belonged that was long felt, and the advantage to the whole trade generally acknowledged. As time moved on he became more conspicuous in the great business community, anticipating its needs, and stepping forward with the foremost to provide for them. When it was determined by Government to close the United States Bank and its branches, he saw that without banking capital to supply the place of the well managed "Branch" in this city, under the able cashier, the late John White, the trade must suffer immensely. He was one of the first to propose the establishment of the Merchants Bank. The exclusiveness of the charters of the State banks was an early impediment to the project; but he labored with others, and most untiringly himself, to conciliate all opposition, and by proper legislation succeeded. His exertions to this end were great. He freely devoted his time, his pen, his money, and, above all, his strong personal influence to secure the change in the banking policy of the State, which resulted in the addition of several banking institutions and a large increase to the banking capital of the city. He continued a prominent Director in the Merchants Bank until the failure of his health required him to retire from active pursuits, when he resigned his position there, but afterward served at the Board of the Union Bank.

He felt sensibly the obligations to fulfil all engagements, both private and public, and when the State failed to pay punctually the interest on its bonded debt, he considered it almost in a personal light. His great desire was to see this, his adopted State, regain her credit and maintain it. These considerations led him to put himself in communication with the State authorities and legislators to devise the means of securing this desirable result. The only way to accomplish this was to levy a sufficient tax, to be collected by the State. The friends of this measure met with decided opposition, greater, even, than they had reason to expect; but they labored hard, he especially, in going daily to Annapolis and calling together and conferring with the friends of the proposed law. When the committees of the Houses jointly visited Baltimore to consult with the merchants in regard to the objects of taxation, Mr. Tiffany entertained them at his house; and at that meeting the subject was



W. T. Walters



W. T. Walters.

WILLIAM T. WALTERS.

WILLIAM T. WALTERS is sprung of a hardy Scotch-Irish ancestry, who settled more than a century ago in Pennsylvania, on the Juniata river, from its mouth to forty miles above it—that region being then an unbroken wilderness.

The descendants of this stock, by their labor and shrewd enterprise, steadily pushing their fortunes in other places, have left their kindred—Mitchells, Stewarts and Thompsons—still in possession of a large part of their primitive domain.

It was there, that in 1820, Mr. Walters was born. His father, Henry Walters, was for many years a merchant and banker in that vicinity. His mother's maiden name was Jane Thompson.

In 1845, Mr. Walters married Ellen, daughter of Charles A. and Anna D. Harper, of Philadelphia. Mrs. Walters died in London, in 1862, leaving him two children, a son, who graduated at Georgetown College, in 1869, and who is now taking a special course of practical science at Harvard University, Cambridge, Massachusetts, and a daughter, who is in the closing year of her educational course at the Convent of the Visitation, Georgetown.

As the subject of this sketch grew into boyhood, the mineral interests of Pennsylvania, which have since grown so great, began to claim a somewhat marked attention, and improved means of intercourse, by canal and railway, between the mountain-severed sections of the State, were matters of constant and general discussion. Foreseeing the public need for educated energy in this direction, his parents placed him in the best schools then existing in Philadelphia, where he was educated as a Civil and Mining Engineer. Although, even in his early manhood, he settled to a different pursuit, yet much of the leading power of his character was strengthened and intensified in his youth by the laborious and hazardous field practice of his profession. In severe journeys on horseback and on foot through the rugged mountain regions of his State, where, for hundreds of miles along the ridges, there was a wilderness without road or bridle path; long before the eastward-

flowing and the westward-flowing waters were brought together by human energy and art, and before the locomotive sent its echoes, as it now does hourly, from the summits of the Blue Ridge and the Alleghanies—he grew personally familiar with the whole rough region which has since yielded to the country such incalculable stores of coal and iron.

The physical and mental invigoration of this hardy life marks him notably now, while the openness of nature in all her aspects of savagery and tenderness, powerfully nourished that strong love of the vigorous, the grand, the picturesque and the beautiful, which have distinguished him throughout his life.

In his early manhood, indeed some time before his majority, such was the absolute reliance of his friends on his character for sense, energy, vigilance and the power to command men, that he was put in charge of an extensive smelting establishment in Lycoming county, Pennsylvania, where, under his management, was made the first iron ever made with mineral coal in the United States.

In 1841, at the opening of the Tidewater Canal, from Columbia to Havre-de-Grace, he came (then in his twenty-first year) to Baltimore and established himself in a general commission business, and at once took the lead in the Pennsylvania produce trade. It was in this pursuit that he first impressed our townsmen of twenty-five and thirty years ago, with his strong personal character as a merchant and a man.

Finding his field at that time too narrow for his energies, he, in 1847, in connection with the late Mr. Charles Harvey, established the now widely known firm of W. T. Walters & Co.

The prominence which his house had before was at once brought to the new concern, who, in their business of foreign and domestic wine and spirit merchants, at once took greatly the lead, which the house has always maintained in the city, and rose rapidly to be, for character and importance, one of the very first houses in the country.

The firm of W. T. Walters & Co. has consisted for several years past of Mr. Walters himself, Mr. Joshua P. McCay, and Mr. John W. McCoy.

Mr. Walters was President of the first steamship line established between Baltimore and Savannah, and a Director, from time to time, in every line established from Baltimore to the South.

At the close of the war, he insisted on the advantage of immediately re-establishing all our Southern lines of steamers, aided them in many ways, and also urged and aided the organization of other

lines. He has almost always purposely kept aloof from official prominence, in any and every form, even while his clear opinions and his energetic character impressed the policy of official administration.

It is not as a steadily successful merchant only, that Mr. Walters is well known, but as a liberal user of his large means for the general benefit, and for the gratification of tastes not ordinarily met with to any notable degree amid the cares and ambitions of an active business life.

His early fondness for art, more than thirty years ago, when he first established himself in Baltimore, induced him to spend a part of his first year's profits here in the purchase of the best pictures he could procure, and no year in all the intervening time has elapsed without fresh additions to his collection. Closely identified for a long time with the growth of art in America, and for twenty years intimately associated with our best artists, they have always found in him, not a judicious patron only, but an appreciative and generous friend. Residing in Europe from 1861 to 1865, Mr. Walters traveled extensively, and gratified his long cherished wish to study and understand more fully the condition and history of art, which so much interested him. Growing personally familiar with the most prominent Continental artists, he made from their works, then and since, many exquisite additions to his collection. Indeed, no single year has passed without a material improvement in the character of his art possessions, until now, by constant pruning and re-pruning, and by fresh additions of still superior excellence, his collection has grown to be, beyond dispute, the very best collection of modern pictures in this country.

The partisan of no especial school, he has brought together the finest works of French, German, Belgian, American and English artists. These art-treasures have won a wide celebrity, especially among the truest critics, and people of maturely cultivated taste. Not kept for ostentation, they are accessible, at all times, freely, to his many friends, and to all artists, and on stated days to all persons who wish to see them.

Apart from the ownership of this collection, Mr. Walters holds a position that must have great influence on the future of art in this country, he having been appointed (the only appointee out of Washington city) by Mr. W. W. Corcoran as one of the permanent Trustees of the Art Museum, which that gentleman has so nobly endowed, and his co-trustees having made Mr. Walters chairman of the purchasing committee.

Some little work of our townsman, Rinehart, now so distinguished as a sculptor, having caught the eye of Mr. Walters many years ago, while the artist was as yet even locally unknown, on meeting him, Mr. Walters was at once impressed with his capacity, and also with the earnest sincerity of his character, and his steadfast determination to devote his life to art alone, and to patiently await the world's recognition of his powers. It was at Mr. Walters' urgent desire, and by his aid, that Rinehart went to Italy; and, during the first six years of his residence there, Mr. Walters' purse was always open to him, without stint or limit. And ever since that time, he has steadily and proudly kept Rinehart's interests in view, and advanced them by all the power of his thoughtful and ardent nature.

It was through the zealous endeavor of Mr. Walters, and of S. Teackle Wallis, Esq., that the State of Maryland gave to Rinehart a commission to make a statue of the late Chief Justice Taney, upon which the artist is now engaged, the State having appropriated for the work, the liberal sum of fifteen thousand dollars. The plaster sketch of this figure, publicly shown here some months ago, has fully assured our people that the commission could not have been more wisely given. It will not be long until the State will hold, as her precious possession, in imperishable material, the form and features of one of the greatest of her sons, through the power of art, inspired as in life with the tranquil thought of his wise, firm, equitable soul.

A figure in marble by Rinehart—the Woman of Samaria—in the hall of Mr. Walters' town house, is itself a noble souvenir of art; while Mrs. Walters, who in her life was always Rinehart's friend, is lovingly commemorated by him in a bronze monumental figure in Greenmount cemetery, where the deepest and tenderest inspiration of the artist makes the grave a sanctuary where love is reconciled with death.

One of the most striking busts made by Rinehart is that of Mr. Walters. It is marked by great life-likeness, vigor and severity.

His portrait by Elliott is also one of that great artist's very best productions, thoroughly alive and full of character.

During Mr. Walters' residence in France, he grew familiar with the famous Percheron Horse, so distinguished for its health, strength, docility, endurance, economy of keep and rapidity in drawing great loads. He traversed carefully the entire region, producing these horses, and—through General Fleury and Mr. DuHays, (the writer of the book on the Percheron,) both in the service of

the French Government—having thus the very best facilities, he selected eighteen of these remarkable animals, and since their arrival in this country has used successful endeavor to widely disseminate this superior blood.

He presented to the publishers, Messrs. Orange Judd & Co., an English translation of Mr. DuHäys' book on the Percheron, to foster an intelligent interest in the subject. These efforts have already resulted in the importation, by other parties, in the past three years, of more than fifty breeding horses of this stock, which have found their way to no less than eight of the Western and Northwestern States.

Familiar with railways and their management, Mr. Walters was a controlling Director for many years in the Northern Central Railway Company, representing, at various times, not the private stockholders only, but the interests of our city and our State.

For a long time he has believed in the profitable practicability of uniting the lakes and the gulf by one continuous line of railroad, of straight line and easy grades, east of the Alleghanies; and he has already, for himself, his house, and as trustee for others, purchased over five hundred miles of continuous and tributary southern railroads, and has disbursed, in the last two years, for this property, over five million dollars.

Neither he nor his house ever enters upon even the most tempting speculation in anything that is not thoroughly known to them. His prosperity is the simple result of quick intelligence, great energy and close labor applied to one single line of business; and their later operations, outside of their immediate business, have been for permanent investment. Never shaken by a panic: a broken market for Southern State securities, or other property, only stimulated him to wider purchases, seeing that, before long, in the certain re-establishment of Southern credit, the public judgment must approve and follow his bold intuitions. Having not a doubt that the Southern States would rapidly recover from the losses of the war, Mr. Walters personally and minutely explored the South soon thereafter, purposely meeting the leading men of all parties and all shades of opinion. The full intelligence gained in this trip has notably served his house in its extensive operations since.

With a very limited tolerance for loose talkers, schemers, and the whole tribe of pretenders, he has always had a quick eye for real capacity in any form or in any calling, and a quick disposition to advance the interests of any man he met of probity, sincerity, energy, sense and skill. Being himself notably ardent and endur-

ing in his friendships and zealous in all friendly services, he has always been able, in any emergency or for any purpose, to command fully the hearty aid of men whom he had served before, and who, from continued observation, were assured of the success of every enterprise in which he led. This faculty for leadership and government, based on his broad sense, his tireless energy, his commercial probity, his knowledge of men, his quick appreciation of capacity, and the strength of his personal attachments, has had much to do with the steady growth of his fortune, which is now one of the largest of the time, while the credit of his house is without limit.

Bold and aggressive, but cool and prudent; wide reaching, but exact; prompt to the moment in all engagements, holding his verbal promise as of absolute obligation even in trifles; never repining under any circumstances; instant in his intuition of men's characters; a natural negotiator, yet more a keen listener and looker than a talker; at work early and late; always on his feet; always coming out right in practical results; he won early a leader's position, and commanded for his house a broad and solid financial credit, which has never been shaken for a moment, even in times of the greatest monetary stringency.

Notwithstanding a life-time of severe work, Mr. Walters is still in his prime, with all the health and vigor of his youth; while, from his established position, liberal conduct and controlling character, he must have much yet to do, not for himself only, but for the general benefit.





Miles White

[illegible]



MILES WHITE.

MILES WHITE was born in Perquimans county, in the State of North Carolina, on the 30th day of August, in the year 1792. His parents, Francis and Miriam White, were descendants of the early converts in that State to the doctrines of George Fox, the founder of the religious society of Friends. The second meeting of that society for religious worship in North Carolina, was held in the dwelling of one of Mr. White's ancestors, who was a member of the Provincial Governor's Council, in the year 1682. His dwelling continued to be used for that purpose until the erection upon his lands of a meeting-house, which was occupied for worship by the society of Friends in that district for more than a hundred years, when it was destroyed by a great hurricane. Meanwhile, other like houses of worship were erected in the county, and the religious society of Friends increased in numbers and strength. The establishment of this faith in that quarter was mainly due to the efforts of William Edmundson, a noted minister, who came over to this country with George Fox; and it was under his auspices that the primitive meeting which took place in the dwelling of Mr. White's ancestor was held. Mr. White, adhering to the faith and traditions of his family, has always been a zealous and prominent member of the orthodox religious society of Friends. Early in life he inherited a number of slaves; but being, on conscientious grounds, opposed to slavery, he freed them all. He assisted some of them to emigrate to Liberia, and he induced others to seek their fortunes in the free States. Mr. White's first residence was in the country, where he was engaged in agricultural pursuits; but even there the natural activity of his mind attracted him to stirring business occupations. He removed to Elizabeth City, in his native State, in the year 1830, where he soon became largely and successfully engaged in mercantile and commercial pursuits. He occupied himself in part in the coasting trade, and that with the West Indies; and it is worthy of remark that although in the business in which he was engaged at that time, a trade in ardent spirits might have been carried on most

extensively and profitably, he persistently forbore, on grounds of public policy, and from conscientious scruples, from dealing at all in what he considered to be a pernicious article of commerce.

With a fortune considerably increased by his mercantile business, Mr. White removed, in 1849, to the city of Baltimore. The recent discoveries of gold in California and Australia attracted, at that time, much of his attention and consideration. His natural sagacity of mind, aided by reading and reflection upon the effects of like causes upon prices and values, as illustrated by different epochs in the history of England and this country, led him to the conviction, upon which he was prompt and bold to act, that a rise in the value of real property in this country was sure to follow upon the infusion of so large an amount of the precious metals into its currency. He therefore at once embarked his fortune in the purchase of Government lands in the West, in lots in Western cities, and in the city of Baltimore; in the growth and development of which place, in size and business, he had implicit faith. He traveled in the West, and made his investments in land and lots with singular sagacity and self-reliance. His foresight and judgment were rewarded, in many instances, by an enormous increase in the value of his purchases.

In Baltimore, the city of his adoption, his operations in real estate, have been most extensive and successful; and they have been, also, of such a character as to add to the material growth and prosperity of the city. Vacant property, in which his investments have been large, has not remained idle in his hands, as the case is with some landed proprietors. His moneyed capital always actively employed, has contributed to the opening and paving of streets, and the erection of whole blocks of excellent houses in various parts of the city. Some hundreds of dwelling houses have in this way been built with the aid of his large means, and have added to the wealth and beauty of the city, while they have served to promote the comforts and supply the wants of its growing population.

Mr. White's interest in the improvement of Baltimore has not been confined to the increase and extension of handsome and comfortable dwellings for the living, but has especially interested himself in the establishment and the proper management and improvement of those "cities of the dead," our great suburban cemeteries. With Greenmount Cemetery he has been identified as a stockholder and manager many years. Of the Baltimore Cemetery he was for some time the President; and only resigned the position

when he became, upon the organization of the People's Bank, the President of that institution. He retired from that position, however, some years ago, in order that he might devote himself more exclusively to the management of his large property and private business.

In his private life, Mr. White is distinguished by his strict adherence to the peculiar costume and language of the people of his religious faith, and he is zealously and consistently attached to their doctrine and traditions. He is widely known and respected among them as a firm, upright and useful member of their extended community. He has contributed liberally to the erection of houses for Divine worship; and, also, towards the erection and support of educational and charitable institutions. In his business transactions, he is characterized by great accuracy, caution and sagacity, and, at the same time, by prompt action and perfect reliance upon his own judgment. He is exact in his own performance, and in the requirement of exactness from others, in all business engagements; and has always borne the highest character for integrity and accuracy in all his dealings. He is gifted with a very remarkable memory, and a capacity for active administration of a large and varied business.

Though now greatly advanced in years, he still retains these powers, and personally manages and attends to all the business connected with his large estate. His health continues to be good, and illustrates, in his age, the value of a temperate and virtuous youth and manhood. His life may serve as an example of the success which ordinarily awaits good judgment, with decision to act upon it; broad and sound views, with well directed enterprise,—all regulated by the virtues of prudence, industry and integrity.

BISHOP WHITTINGHAM.

THE Protestant Episcopal Church of Maryland, while numbering among its clergy many men of exalted piety and usefulness, has been subjected at various times to great vicissitudes of fortune; thus exhibiting periods of trial and depression, and again of great power and progress. Among those whose example and influence have been most signally felt, Bishop Whittingham has been foremost, and to him, probably, more than to any one in Maryland, is the Church indebted for her strength and prosperity.

WILLIAM ROLLINSON WHITTINGHAM, the present Bishop of the Diocese of Maryland, was born in the City of New York, December 2d, 1805. His parents were both of highly cultivated minds, and he received his education almost entirely from them, being at an early age skilled in the classics, and acquiring that love of profound and elegant scholarship for which he has become so distinguished later in life. His training was so accurate and extensive as to serve, indeed, in place of collegiate instruction, and having determined to consecrate himself to the Christian ministry, he graduated at the General Theological Seminary, New York, in 1825. Two years later, he received Holy Orders, and, in 1831, became Rector of St. Luke's Church, in his native city. Here he soon became known as an earnest and eloquent preacher, displaying the most signal ability in whatever field he was called to act. Of untiring industry and indomitable will, he rapidly rose in the public estimation. He attracted throngs of entranced listeners by the power of his mighty appeals to the heart and the conscience, while his zeal and devotion to the doctrines of the Church caused him to be considered one of her most conspicuous champions.

His health failing him, partly in consequence of his arduous labors, he visited the south of Europe in 1834; and, in the succeeding year after his return, on the nomination of P. G. Stuyvesant he was elected to the Professorship of Ecclesiastical History in the General Theological Seminary.

Actively engaged as he was with the duties of his Professorship, he was also at various times Editor of several publications. "The Family Visitor" and the "Children's Magazine," both monthly publications, and "The Churchman," a weekly paper, more exclusively devoted to the Church, attest his diligence and the extent of his labors. He also edited the "Parish Library," a collection of standard works for families. At a later period, Palmer's "Treatise on the Church" was issued under his supervision.

In 1840, he was chosen Bishop of Maryland; was consecrated in Baltimore, in September of that year, and since then has resided in this city. At the period of his elevation to the Episcopate, the condition of the Church in Maryland was languishing, but under the incessant vigilance and firm policy of Bishop Whittingham, it has recovered all its vigor, and is rapidly advancing in every portion of the State. Arriving in Baltimore with a distinguished reputation, he has greatly added to it since his residence here; and in spite of frequent ill health, his indomitable energy and perseverance have triumphed over many obstacles which a less resolute spirit would have succumbed to. With very strong convictions of the right and the true, he has sometimes been involved in controversy, but in almost every instance his will and ability have secured the end he sought, while his intense faith in the principles for which he contended has won the respect even of those who most strenuously opposed him. He has given the most hearty encouragement to many benevolent institutions and enterprises connected with his Diocese. The Church Home and Infirmary, with its Order of Deaconesses, — the latter originated by himself,—was established in this city in 1855, under his immediate countenance, and is largely indebted to his fostering hand. The College of St. James, near Hagerstown, was almost entirely of his creation. It was founded not very long after his arrival in Maryland, and with an able corps of professors continued to flourish until the breaking out of the late civil war, when that portion of the State being continually occupied and harassed by the opposing armies, the College was obliged to suspend its functions, and has not since found itself in a condition to resume them. During the war, Bishop Whittingham was strong in his adherence to the United States Government, and exercised a wide conservative influence.

The Bishop's health being now seriously impaired, at the late Convention of the Diocese an Assistant Bishop was chosen, Dr. William Pinkney, of Washington, who was consecrated to his

office in October last, thus relieving the venerable prelate of a large share of his onerous duties. Bishop Whittingham is widely known both in this country and in Europe, as a profound and accurate divine, an accomplished scholar, and a clear and forcible writer. His eminence is fully recognized in his own communion, and he enjoys the friendship and esteem of very many outside of it.




Wm Pinkney Whyte



Wm Pinkney Whyte

WILLIAM PINKNEY WHYTE.

WILLIAM PINKNEY WHYTE was born on the ninth day of August, 1824, in the city of Baltimore. He is a son of the late Joseph White, whose father, the late Dr. John Campbell White, was one of the United Irishmen of 1798, and settled in the city of Baltimore at the beginning of this century, where he was held in high repute, as a leading physician. His grandfather, on the mother's side, was the distinguished orator and statesman, William Pinkney, of Maryland. His brother, Reverend John Campbell White, now deceased, was a prominent Episcopal Clergyman in New York, and another brother, Campbell White Pinkney, is one of the Judges of the Supreme Bench of Baltimore city. Mr. Whyte was educated under the care of M. R. McNally, one of the most accomplished teachers in Baltimore, who had been the private secretary of Napoleon the First. In 1842, owing to unfortunate family difficulties, which impoverished his father, he was taken from school, and, although contrary to his tastes, yet under a sense of duty, he entered the counting house of Messrs. Peabody, Riggs & Co., the commercial firm founded by the late George Peabody. Here he remained nearly two years, in the capacity of a clerk, laboring hard in the discharge of his duties, and occupying his leisure time in study.

During all this period, he was pining for pursuits more congenial to his taste, and at last, in the winter of 1843, he determined to study law, and became a student in the office of Messrs. Brown & Brune, eminent practitioners in Baltimore. He pursued his studies with great industry, and at intervals earned his first fees in their office. Subsequently, in 1844 and 1845, we find him a student at the Harvard Law School, Cambridge, attending with great regularity the lectures of Judge Story and Professor Greenleaf. The intimacy which had existed between Judge Story and Mr. Pinkney, induced the former to take much notice of young Whyte, and to receive him on the most intimate footing.

Returning to Baltimore in 1845, he found a place in the law

office of the late John Glenn, afterwards Judge of the District Court of the United States; and as his clerk laid the foundation of his familiar knowledge of practice and pleading, which has served him so well later in life. In 1846, he was admitted to practice at the Bar of Baltimore, and in the next year, 1847, he was nominated and elected, as a Democrat, to the House of Delegates of Maryland, and took his seat in December of that year. The sessions were then, for the first time, biennial, and his term lasted till 1849, when he declined to be a candidate for re-election. Baltimore city had at that time but five Delegates. Just before taking his seat in the House of Delegates, in 1847, he was married to the youngest daughter of Levi Hollingsworth, an eminent merchant of Baltimore, and, at one time, a member of the Senate of Maryland. In April, 1848, he was appointed by J. Y. Mason, then Secretary of the Navy, the Judge advocate of a Court Martial, at the Naval School at Annapolis, for the trial of a number of the midshipmen, and which Court was composed of the late Commodores Morris, Morgan, Ritchie Macauley, and Admirals Farragut, Franklin Buchanan and Barron.

On his return to Baltimore in May, 1848, he resumed the practice of his profession, and devoted himself assiduously to it, until 1851, when he was nominated by the Democrats for Congress, in a very close district. In the party convention, by which he was made a candidate, he received fifty-one votes out of the seventy-five. His opponent, T. Yates Walsh, one of the most popular Whigs in the district, was elected by a small majority.

He continued closely in the practice of the law till 1853, when he was nominated by the Democratic State Convention, as a candidate for Comptroller of the State Treasury, to which office he was elected, by a very large majority. Here he discharged his duties with such fidelity, and arranged the details of his office, then recently established, with so much ability, that the Legislature of 1856, controlled by his political opponents, passed resolutions declaring that after a careful examination of the affairs of the office, they were satisfied that "The system adopted is one of admirable character, and that the details of the office have been so simplified, that mistake or confusion hereafter in the official business pertaining to the Comptroller's Department is almost impossible."

"The careful arrangement of the official vouchers and the uniform precision in all the details of the office, evince not only the wisdom of the Constitution in providing this safeguard to the Treasury, but also show the successful manner in which the objects of the Consti-

tution have been accomplished, and the several Acts of Assembly referring to this department have been observed by Mr. Whyte, the late incumbent."

He refused to be a candidate for re-election in 1855, and went back to the Bar with his accustomed energy and zeal.

From 1855 to 1857, he devoted himself to business, and took but little part in politics, but became so disgusted with the mode in which elections had been conducted in Baltimore, from 1854 to 1856, that he deemed it a duty to call the attention of the country to the violation of the elective franchise, and the destruction of the right of suffrage in that city, and so, in 1857, he consented to be again a candidate for Congress in the Third District, with a view to contest the right of the member claiming the seat under such pretended elections.

This he did, at his own expense, and the Committee of Elections of the House of Representatives of the Thirty-seventh Congress, reported a resolution vacating the seat of the sitting member, but finally, after many delays, until near the close of the second session, the resolution was lost by a vote of 106 to 97.

But the publication of the testimony and the exposure of the proceedings at Baltimore, so effectually roused the people of the State, that at the next election in 1859, the new Legislature passed a series of laws that effectually put an end to the pernicious practices which had previously thwarted the will of the majority in that city.

Mr. Whyte pursued the practice of the law from 1860 to 1868, with untiring energy and unbroken attention, only that, during the year 1866, he visited Europe, spending his time in Great Britain, France and Switzerland.

In 1868 he was a delegate from the Third District to the Democratic National Convention, which nominated Horatio Seymour for President, and General Francis P. Blair for Vice-President.

In July, 1868, upon the resignation of Senator Reverdy Johnson, who had accepted the position of Minister to the Court of St. James, he was appointed by the Governor to the vacant seat in the Senate of the United States, which he held to the close of the Fortieth Congress.

He took an active part in the debates in the Senate, and defended the course of President Johnson on several occasions.

He made a long and able speech against the power of Congress, under the Constitution, to grant charters to companies for building railways over the soil of the States, without their consent.

He struggled earnestly against special and class legislation, and was particularly severe in discussing the copper tariff bill, passed, as he alleged, in the interest of the Lake Superior companies.

On his retirement from the Senate in 1869, he received the warmest congratulations from his constituents, from all parts of the State, and the press was outspoken in its regrets, that his term of service had been so limited.

He immediately returned to his profession, and resumed his large and lucrative practice.

OTHO HOLLAND WILLIAMS.

Otho Holland Williams was born in Prince George county, Maryland, in March, 1749. The year after his birth, his father moved to the mouth of Conococheague creek, in Frederick, near Washington county. When Otho was twelve years of age, his father, Joseph Williams, died, leaving seven children but slenderly provided for. Otho was taken care of and educated by his brother-in-law, Mr. Ross. He was placed at an early age in the Clerk's office of Frederick county, and afterward removed to Baltimore, in a similar position. Returning to Fredericktown, he entered into business, but had been a very short time engaged in mercantile pursuits, when the Revolutionary war commenced. All thought of peaceful trade was now abandoned. A company of riflemen was formed in Fredericktown, under the command of Capt. Price, Williams being Lieutenant. They marched to Boston, and Price soon being promoted, Williams succeeded to the command. He was engaged in no very noted service from this time until the affair of Fort Washington, on the Hudson river, he having been promoted to the rank of Major in a rifle regiment formed from Maryland and Virginia troops. He was in this engagement placed with his troops in a wood in advance of the Fort, into which he was forced to retreat by the impetuosity of the Hessian attack, after they had been several times repulsed, with heavy loss. Major Williams was severely wounded, taken prisoner, carried to Long Island, and afterward removed to the provost jail in New York, where he suffered great indignities and cruelty. He was finally exchanged, after a captivity of fifteen months. During his imprisonment, he had been promoted to the colonelcy of the sixth regiment of the Maryland line, and he rejoined the army in New Jersey shortly before the battle of Monmouth, fought in June, 1778.

Col. Williams soon brought his regiment up to a high standard of discipline. He was not engaged in any very important service during the remainder of his stay with the Northern army; but in 1780, he was transferred to the Carolinas, which at that time had

been completely crushed under the able generalship of Sir Henry Clinton. General Gates took command of the American forces in July, 1780, superseding Baron DeKalb. Col. Williams, who appears in the Southern field about this time, was appointed Deputy Adjutant General of the army. He has left a detailed narrative of this campaign, published in Johnson's Life of Greene. The disastrous battle of Camden soon afterward occurred, in which he displayed most signal skill, but in which the Americans were completely defeated. Gates never recovered from the effect of this battle in public estimation, and was, ere long, superseded in command by General Greene. Greene at once perceived Col. Williams's great ability, and appointed him his Adjutant General, as he had been deputy under Gates.

Col. Williams's services were from this time, of the utmost importance, and he, more than any other officer, Greene excepted, contributed to change the fortune of war in the Southern Colonies. At the battle of King's Mountain, in which he took part, the British were defeated. The celebrated action of the Cowpens, in which the hitherto lucky Tarleton was put to total rout, inflicted another very severe check upon the English. Greene's memorable retreat through North Carolina, which followed the battle of the Cowpens, had the effect of drawing Cornwallis into Virginia, and gave Greene an opportunity of refreshing and reinforcing his army before resuming the offensive. In this retreat, Col. Williams displayed the most masterly skill, activity and tact. He commanded the rear guard, and by his incessant vigilance and manœuvres, baffled every attempt of the enemy to bring on a general engagement.

During the year 1781, the fortunes of the war turned strongly in favor of the Americans, although they were defeated by the British in several engagements, as at Guilford Court House, Lord Rawdon was forced to abandon Camden, and the posts of Fort Watson, Fort Mott, Fort Granby, Nelson's Ferry, Georgetown, Fort Dreadnought and Augusta, were all either reduced or abandoned, leaving only Charleston and Ninety-Six, in South Carolina, and Savannah, in Georgia, in the hands of the enemy. The post of Ninety-Six was vigorously besieged for three weeks by the Americans, and must have fallen, but for its unexpected reinforcement by Lord Rawdon.

The battle of Eutaw, one of the most important in the Southern campaign, and the last eventful action in the South, had much influence in determining the result of the contest. It was not so decisive an engagement as Cowpens, for both sides claimed the victory, the British General Tarleton citing it as a triumph in his

narrative of the war. Col. Williams's part in this action was most brilliant, and won the entire commendation of General Greene and the whole army. Toward the close of the war he was sent by Greene with dispatches to Congress, and became Brigadier General by brevet. On the cessation of hostilities with Great Britain, he settled in Baltimore, and was by the Governor of Maryland appointed to the collectorship of the port of Baltimore. On the adoption of the Federal Constitution, he was re-appointed to the office, holding it as long as he lived, and being thus the first collector of the port under the Treasury Department of the United States. In 1786, he married a daughter of Mr. William Smith, a rich and iufluential merchant. He acquired a handsome fortune, and was enabled to purchase his father's former home, on the banks of the Potomac, in Washington county, where he was often pleasantly employed improving the farm, and laying out the town of Williamsport, which was named in honor of him. He enjoyed the intimate friendship and regard of Washington, who, in 1792, desired to appoint him to the lineal rank of Brigadier General, which post, however, he declined to accept on account of feeble health and domestic engagements. In 1793, he made a voyage to Barbadoes in hope of renewed strength, but without avail, and on the 16th of July, 1794, he died at Woodstock, Virginia, while on his way to the Sweet Springs. General Williams was not only distinguished as a soldier of the Revolution, but his numerous private letters exhibit him as one of the most charming characters of that eventful period.





Thos. Wilson



THOMAS WILSON.

THE severe school of adventure and discipline in which the merchants of sixty years ago received their training, is admirably exemplified in the early incidents of the career of one of the oldest survivors of them all. THOMAS WILSON was born in Harford county, Maryland, in 1789, of respectable parents, of the Society of Friends, in moderate circumstances. When he had attained the age of nine years, his parents, with the entire family, removed to Baltimore, where he received a plain but practical education; and having manifested an early predilection for mercantile life, was placed at the age of seventeen, in the counting room of Mr. Thorndick Chase, then one of the prominent merchants of Baltimore. The engagement was verbal, and he agreed to serve until twenty-one, at a nominal salary. Young Wilson having been thoroughly instructed in the theory of book-keeping, as practiced at that day, applied himself so assiduously that before reaching his majority he received entire charge of the books, and was installed as chief clerk. At the age of twenty-one, he was retained by Mr. Chase, at a liberal salary, for one year, but before the expiration of six months an opportunity presented to form a copartnership with a gentleman who agreed to furnish the necessary capital. This proposal was highly advantageous, and as Mr. Chase generously released him from his engagement, and paid him his salary for the year, the firm of Brown & Wilson was formed in September, 1810, on Fell's Point, then principally devoted to the shipping business.

The opportunity of gratifying his fondness of a sailor's life, by making a voyage, soon occurred, as he sailed for the West Indies early in the year 1811, in a chartered vessel, with a cargo partly belonging to his house. The success of this venture induced the firm to purchase a new schooner, which was fully equipped and loaded for La Guayra, then in possession of the Spaniards. Fighting had begun in Venezuela, between the patriots under Gen. Bolivar, who were struggling for independence, and the troops of Spain; and as each party occupied posts in the interior and ports on the

coast, and had cruisers at sea, the board of underwriters regarded the voyage so hazardous that a premium of ten per cent. was paid to effect an insurance upon vessel and cargo. Mr. Wilson sailed in the schooner "Spencer," and as the return cargo of coffee, indigo, &c., when sold in Baltimore, realized sufficient to pay the cost of vessel, cargo and insurance, and leave a surplus; the venture proved eminently successful.

Owing to the war, which was soon after declared between the United States and Great Britain, the Spencer made only one other trip, which was to Charleston, South Carolina, where she was sold. The blockade of the Chesapeake Bay by the English fleet was so effective, that the commerce of Baltimore was nearly destroyed, and save privateering, in which Messrs. Brown & Wilson, as members of the Society of Friends, could not engage, all mercantile pursuits were dull. The enterprise of Mr. Wilson could not brook delay, and in conjunction with another Baltimore firm, and two firms in Boston, he organized a line of small vessels, which, sailing from the latter city, discharged their cargoes at Folly Landing, on the Atlantic coast, which were then transported overland to Onancock, and from thence were conveyed by boats of light draught to Baltimore.

The energy of Mr. Wilson enabled him to surmount all obstacles, and despite the serious difficulties attending its establishment, the line was successfully organized during the year 1813, and an exchange of commodities was thus effected. On one occasion, Mr. Wilson, who controlled the executive part of the business, accompanied the captain of a vessel, which had arrived at Folly Landing, laden with sack salt, &c., to Fredericksburg, Virginia, and loading seven small boats with flour, as a return shipment, sailed down the Rappahannock to the bay. Upon reaching the mouth of the river, as the wind was fair and none of the enemy's fleet in sight, it was resolved that an attempt should be made to cross the bay. Accordingly, the little fleet of seven vessels sailed at dusk, but as the weather had become almost calm during the night, at daylight, much to their dismay, the whole blockading squadron was discovered directly ahead, and upon tacking about, they were pursued by boats armed with swivel guns, which opened fire as they gained on the chase. Three of the boats escaped, and regaining the river, ran up a creek, where they were protected from further pursuit by the Virginia militia.

A few nights later, Mr. Wilson succeeded in evading the blockaders, and crossed with his three boats, but as peace was declared

in March, 1815, the enterprise was suddenly closed, attended with some loss. Upon the restoration of peace, legitimate mercantile business rapidly revived, and although the revolution in Venezuela had not terminated, Mr. Wilson was desirous of re-establishing commercial relations with that country; and being joined by another Baltimore firm, upon condition that he would agree to reside there at least a year, and dispose of the cargoes forwarded, he sailed again for La Guayra in the latter part of 1814, where he remained for more than fifteen months.

One of the vessels consigned to him was captured by a Spanish cruiser, and conveyed to Puerto Cabello, sixty miles distant, and upon his arrival with documents from the authorities of La Guayra proving the vessel to be not contraband, he found that both vessel and cargo had been condemned and sold as a lawful prize. The lawyer employed to draw the plea and reclamation, which were signed by Mr. Wilson, as claimant, having reflected severely upon the judge who had adjudicated the case; a decree of the court was exhibited fining Mr. Wilson, in default of which he was to be confined in jail. As this decision was purely arbitrary, payment was refused, whereupon he was incarcerated, and though speedily released, he was attacked by yellow fever, induced by the malaria of Puerto Cabello and exposure at sea, and intensified by anxiety of mind; and several weeks elapsed before he became convalescent. The vessel and cargo were lost at a time when the country was so rent by internal dissensions and guerilla warfare, that there was little security for either person or property; and as they continued to increase in violence, Mr. Wilson deemed it prudent to close his business and return, which he did in 1816, enriched by a varied and eventful experience. During his absence, the general business of the firm had been to supply him with freights, but his return was the signal for a more general correspondence and a more extensive field of commercial operations, at home and abroad, and the results were most satisfactory. Upon the retirement of Mr. Brown, in 1819, Mr. Wilson continued the business alone, but it increased so greatly that it became onerous, especially as at this time he took an active part in several municipal institutions. He, therefore, associated with him G. W. Peterkin, which copartnership lasted until the death of the latter in 1837. Subsequently, W. S. Peterkin and R. W. Allen, were added as partners, under the name and style of Thomas Wilson & Co., which was dissolved in 1857. During the fearful financial panic of 1857, which prostrated so many of the strongest mercantile houses of the country, that of

Thomas Wilson & Co. did not escape, for while largely engaged in the European and South American trade, they sustained heavy losses at home. The necessity of submitting to great sacrifices, or to the painful alternative of a suspension of payment, was appreciated by the senior partner, who arranged with his partners that he should assume all debts due to or by the firm. This was happily effected, but not without the loss of all the capital Mr. Wilson had invested in the firm, as well as a portion of his private property. Notwithstanding his devoted attention to mercantile pursuits, Mr. Wilson did not fail to co-operate in developing the manufacturing interests of Maryland, and was a heavy stockholder in several cotton mills in the State, as well as sole owner of the Pioneer Cotton Factory, at Georgetown, District of Columbia. In 1839, he purchased a tract of land adjoining that of the Baltimore Coal Company, and the following year disposed of it to that Company, which then did but a limited business, its stock, of the par value paid in of $100, then selling with difficulty at $20 per share. Mr. Wilson being acquainted with the lands, apprehended their prospective value, and a thorough investigation convinced him that a vigorous and energetic administration was only required to increase their productiveness. He, thereupon, purchased about one-third of the stock and was elected a Director, in which capacity he exercised great influence, and his plan of purchasing additional lands, paying therefor by augmenting the stock, which is now at par, was adopted. As the result of these purchases, the Company was enabled to declare a stock dividend of three hundred per cent., making the entire capital stock $500,000. From the election of Mr. Wilson to the Presidency of the Company, in 1855 until 1867, annual dividends of from six to eighteen per cent. have been declared; but in the latter year he negotiated a sale, on behalf of the board and stockholders of the entire property, for $1,250,000 cash and $500,000 in stock, thereby closing his administration with a success almost unparalleled in the annals of similar corporations.

During the past fifteen years, Mr. Wilson has been engaged in the purchase and sale of coal lands in Pennsylvania, Maryland and Virginia, with remarkable success, and is now, at the age of eighty-one, President of two Companies, and an active Director in several others; thus exhibiting the possession of physical and mental vigor rarely shown by men of his years. Mr. Wilson has filled many offices of trust and honor among his fellow men, during the past sixty-four years, owing to his maintenance of an unsullied reputation, which, combined with his persevering industry and enterprise,

caused him to be elected to various positions of influence and usefulness in the community. He was a member of the Maryland Colonization Society as well as President of the Susquehanna Canal Company. The Baltimore Association for Improving the Condition of the Poor elected him formerly for its President, and the Baltimore Manual Labor School for Indigent Boys, an institution fostered by the citizens of Baltimore, also chose him for its executive for many years. Commencing life without capital or influence, and being thrown upon his own resources, he acquired a correctness of judgment, and a decision of character which has marked his long and useful life. Quick in thought and prompt in action, his perception was only equalled by his executive ability, while both being founded upon a purity of motive so essential to the enjoyment of a life devoted to the achievement of great designs, he now experiences, at a ripe old age, that pleasure which characterizes a life well spent.

WILLIAM WILSON & SONS.

THE oldest firm name in Baltimore is that of William Wilson & Sons, whose sign, almost illegible through age, may yet be seen on Baltimore street, near Calvert, where it was placed in the year 1802.

The founder of this firm, William Wilson, came to Baltimore from the county of Limerick, Ireland, in 1770, at the age of twenty-one. Soon after the peace of 1783 he had, by his energy and industry, so increased his originally small means, that, on the extension of American commerce, he became interested in various Baltimore ships, and subsequently, under the firm of Wilson & Maris, became a large importer of English goods. Extending the scope of his operations, after his sons, James and Thomas, joined him under the present firm name, their vessels, many of them built in Baltimore, and first-class of their respective periods, were actively employed in a general foreign trade to Calcutta and other East India ports, Holland, England, Brazil, China, and, indeed, wherever American commerce could obtain a foothold.

The firm made several efforts to establish a direct trade between China and Baltimore by importing and selling cargoes of teas here, but in this were not successful.

As their vessels grew old, or were superseded by those of better models, it was their frequent practice to send them out as whalers from Warren, Rhode Island. The management of this branch of the business was entrusted to Captain S. P. Child, an old and faithful shipmaster of theirs. The last of these vessels, the "Covington," built in Baltimore in 1825, was destroyed in the North Pacific by the privateer "Shenandoah" in 1865.

William Wilson was distinguished for his uprightness and liberality, and was prominent in public matters. He was one of the founders of the "First Baptist Church," which was originally located on the site of the Shot Tower, at the corner of Front and Pitt (now Fayette) streets. The present church building, at the corner of Sharp and Lombard streets, was erected chiefly at his expense. It is related of him that, when in 1817 the Government

agents could obtain no funds from Washington to meet its obligations here, he tendered to the Navy Agent, Mr. James Beatty, a loan of fifty thousand dollars. The loan was accepted, and the credit of the Government preserved. Afterward, when the amount was returned to him, with legal interest, he declined to receive the latter, saying "that he had no desire to profit by the necessities of his country."

His descendants, while largely aiding in the development of our city by its railroads and other enterprises, have rather sought to avoid any prominence in public affairs. James Wilson was a zealous member of the "Committee of Public Safety and Defence" in 1814, and his brothers, Thomas and William, were members of the citizen soldiery of that war, and participated in the battles of Bladensburg and North Point.

After an honorable existence of nearly three-quarters of a century, the firm name, descending to the grandsons and great grandsons of the founder, is still maintained, through a surely justifiable pride. The firm has, however, ceased for some years past to transact any mercantile business, and the junior descendants have embarked in other pursuits.

The warehouses of the firm, standing on what was Lovely lane, now German street extended, occupy the site, and are partly built of the materials of the old Methodist church, in which Bishop Francis Asbury was consecrated on Christmas day of 1784. The bricks, with those in the old building, on Baltimore street, were all imported from England.

WILLIAM H. WINDER.

WILLIAM H. WINDER was born February 18th, 1775, in Somerset county, Maryland. His ancestors on both sides were among the earliest settlers in the State, and as the records show, were from the first influential members of her Legislature and Judiciary. At the Revolution of 1688 they were prominent actors in the transfer of the Government from Lord Baltimore to William and Mary. His great grandfather, the Rev. John Henry, was the second pastor of the church at Rehoboth, that disputes with a church in Philadelphia the honor of being the first Presbyterian church in the United States. During the revolution for American Independence Mr. Winder's family, without exception, espoused the cause of their country. His uncle, Levin Winder, served as Colonel in the army. His maternal uncle, John Henry, was a member of the Continental Congress from 1777 to 1784. This gentleman was one (Charles Carroll, of Carrollton, being the other,) of the first United States Senators from Maryland. In 1797 he was elected Governor.

The early education of William H. Winder was conducted at Washington Academy, Somerset county. He finished his education at the University of Pennsylvania, and commenced the study of law with his uncle, John Henry, completing his studies in Annapolis, in the office of Gabriel Duval, afterwards one of the Judges of the Supreme Court. Roger B. Taney studied at the same time in Judge Chase's office, and a warm friendship and intimacy arose between the two students, closed by the attendance of Judge Taney at the death-bed of General Winder, thirty years afterwards. Being admitted to the bar he proposed to settle in Tennessee, for the practice of his profession, and went to Nashville on horseback; but concluding that it was not a very promising field for a lawyer, he returned to Maryland, and, in 1798, at the age of twenty-three, was elected to the Legislature. In 1799, he married his cousin, Gertrude, daughter of William Polk, of Somerset, Judge of the General Court for the Eastern Shore. In 1802, he removed to Baltimore. His talents soon placed him in the foremost rank at

the bar, where his competitors were such men as Luther Martin William Pinkney, and General Harper; and his warm, generous nature and captivating manners secured him a still higher place in the esteem and affection of all classes of the community. The advantages of his office were always open, without charge, to as many students as he could accommodate, and from his docket they were provided with the opportunity of coming forward at the Bar.

Up to the period of the war of 1812, Mr. Winder was incessantly occupied with the duties of his profession, and was engaged in almost every case of importance before the courts. Although a Federalist in politics, (as were his family without exception,) on the breaking out of the war he embarked at once on the side of his country—abandoning all personal interests for, to him, the higher field of duty—the risks and hardships of which he never stopped to consider. In March, 1812, he was appointed Lieutenant Colonel. In the ensuing spring he was commissioned as Brigadier General, with a warm acknowledgment of his valuable services from the Secretary of War. At Stony Creek he was taken prisoner. Difficulties, about this time, having arisen between the two Governments, as to the character in which some prisoners taken by the British were to be regarded, and retaliation being threatened on both sides, General Winder was held also as a hostage. This, of course, occasioned great uneasiness to his friends and family. But the British commander, influenced by the hope that General Winder's presence in Washington might lead the way to an adjustment of certain obstacles in the way of an exchange of prisoners, gave in to the solicitations of his friends in his behalf, and allowed him to visit Maryland on parole, in February, 1814. On his arrival in Baltimore he was met with a spontaneous burst of welcome from all parties. When his parole expired he returned to Canada, entrusted with powers to negotiate an exchange of prisoners, which was effected in the course of the spring. Immediately upon his release he was appointed Adjutant General, and when the danger to the Capital became imminent, he was invested with the command of the Tenth District, for which post he had the honor to be selected by Mr. Madison himself. He was defeated at Bladensburg with an army, numerically, about equal to the British, but, with the exception of four hundred men, a mere mob,—thrust upon him at the last moment, some arriving fifteen minutes before the action, none before the 18th—some without ammunition, without arms, some with arms that had been condemned. The Capital fell into the hands of the enemy. After the retreat of the British from Balti-

more, General Winder received orders to proceed to the Niagara frontier, where his services were deemed important. A committee having been appointed by Congress to investigate the cause of the disaster at Bladensburg, their report bore unfavorably upon the conduct of General Winder, absent at the time. He applied immediately to the President for a Court of Inquiry, which was granted, and General Scott, Colonels Fenton and Drayton were appointed a Court, and met in Baltimore, January 26th, 1815. After a recital of the means at his disposal they conclude their report thus: "They nevertheless feel it to be their duty to separate the individual from the calamities surrounding him, and to declare that, to the officer on whose conduct they are to determine, no censure is attributable, on the contrary, when they take into consideration the complicated difficulties and embarrassments under which he labored, they are of opinion, notwithstanding the results, that he is entitled to no little commendation. Before the action he exhibited industry, zeal and talent, and during its continuance a coolness, promptitude and personal valor highly honorable to himself, and worthy of a better fate."

At the close of the war he resigned his commission, and returned to the practice of his profession. His fortunes were ruined, and his constitution broken by exposure; but his bodily infirmity had not power to subdue the vigor and energy of his mind. During the ten years of his life after the war, he was twice elected to the State Senate, and also to the colonelcy of a regiment, in spite of his assurance that he could not perform the duties of the office. At the time of his death his practice was the largest at the Baltimore Bar, and one of the largest in the United States Supreme Court.

John Neal, of Portland, who was one of his students during this period, writes of him thus: "My first acquaintance with General Winder was at the Delphian Club. I had long known him by reputation as the foremost advocate at the Baltimore Bar; his popularity as a man I knew to be almost unbounded. General Winder had very little imagination, but he had a head as clear as crystal; a strong, unquenchable spirit of eloquence, lofty notions of man's dignity, great reasoning power, but little poetry in his nature, yet he believed in poetry. He wanted order; without arrangement, in almost everything out of court, in court he was a model of closeness and perspicuity, confining himself to a few points, and urging them with a clearness and vehemence alike startling and convincing. He was not a learned lawyer in the common acceptation of the term, but he had an amazing aptitude for generalizing with effect, a

power of extracting and applying principles I never saw in another. I heard him always, for a period of six or eight years, whenever he had a case worth arguing, in Baltimore, never in the Court of Appeals. My notions of him, therefore, are founded upon his conduct of extempore Nisi Prius cases, and there he was unrivalled. He was altogether an extraordinary man. Self-denying to a fault, unselfish to a proverb, too generous ever to think of justifying himself at the expense of another; too magnanimous to suspect others of envy, or littleness, or bad faith, he was just the man to live and die in the belief, that inasmuch as justice and judgment are the habitation of God's throne, he who deserves to have no enemies may safely leave his reputation to take care of itself. His frame was wiry, compact and well proportioned. Features rather sharply cut, eyes clear, greenish blue, if I remember aright; action fiery, energetic, imperious; voice ringing and trumpet toned. In short, he was naturally gifted, and knew how to avail himself of his gifts for the mastery of others."

In the language of his great contemporary, William Wirt, "Followed by the love and honored by the tears of all who knew him, he has gone down to the grave."

WILLIAM WIRT.

The Wirt family were of Swiss origin; Jacob, the father of William, having emigrated to this country from Switzerland some years before the American Revolution, and, with a brother, Jasper, settled near Bladensburg, in Maryland. The subject of this notice was born on the 8th of November, 1772. His parents were in humble circumstances, with six children to support, of whom William was the youngest. Jacob Wirt's chief means of living consisted in a small tavern which he kept in the village of Bladensburg. He died when his youngest son was only two years of age, and his wife, also, six years later, leaving the children to the care of their uncle, Jasper Wirt. Under his charge William received the earliest of his instruction, and in his seventh year he was sent to a school in Georgetown, District of Columbia, and thence to another at New Port Church, Charles county, Maryland; but he was chiefly educated under the charge of the Rev. James Hunt, in Montgomery county, remaining with him from his eleventh to his fifteenth year. Here, having the advantages of a good library, he zealously pursued his studies, and formed that love of literature which became one of his strong characteristics in after life. He acquired a knowledge of the Latin classics and some acquaintance with mathematics and natural philosophy.

The Court House of Montgomery being at no great distance, young Wirt was accustomed to visit it on holidays in company with some of his school fellows, who proposed, shortly, to establish a court of their own. Wirt was employed to draft a constitution and laws of this mimic court; and this youthful effort having attracted the notice of Mr. Benjamin Edwards, the father of one of his young companions, he invited Wirt, when Mr. Hunt's school was broken up, in 1787, to become an inmate of his family. He accepted the offer, and in the capacity of teacher remained in Mr. Edwards's house for a year and a half. Wirt was most happily situated at this period, and always referred to Mr. Edwards's friendship with gratitude and pleasure.

He made a journey to Augusta, Georgia, in 1789, on account of ill health, but no record of this trip is preserved; and on his return, during the next spring, he began the study of the law at Montgomery Court House with Mr. William P. Hunt, the son of his former instructor. He subsequently pursued his legal course with Mr. Thomas Swann, in Leesburg, Virginia, and in 1792 was admitted to practice, and removed to Culpeper Court House, where he entered on the career in which he was destined to win such distinction. At this period of his life, Mr. Wirt, who was of very lively and social disposition, a great favorite in society, and at a time when almost universal conviviality reigned in every household, occasionally yielded to excess. His habit in this regard has been frequently much exaggerated; but he most nobly redeemed the errors of his youth, which no one lamented more than himself.

In 1795 he married Miss Mildred Gilmer, the eldest daughter of Dr. George Gilmer, who resided at Pen Park, in the neighborhood of Charlottesville. She was a woman of rare graces of mind and person, and the next four years of Mr. Wirt's life were among the happiest he ever spent. He resided in the house of his father-in-law, growing in reputation at the bar, and brought into contact frequently with Thomas Jefferson, James Madison, James Monroe, and other celebrated men of the time. In 1799, however, he had the misfortune to lose his wife, which event changed the current of his life. In order to divert his mind from dwelling too long on his affliction, his friends induced him to take up his residence in Richmond, where he was elected to the clerkship of the House of Delegates, holding the office during three sessions of the Legislature. In 1800 he was associated in the defence of Callender, who was tried for libel before Judge Samuel Chase, under the Sedition act, and in 1802 he was appointed by the Legislature the Chancellor of the eastern district of Virginia, an office of greater honor than profit, and which he held for a short time only. By his first wife Mr. Wirt had no children; and in 1802 he married Elizabeth, the second daughter of Colonel Robert Gamble, of Richmond, which union proved for life one of the happiest nature. Resigning his Chancellorship on account of the inadequate salary, and resuming his labors at the bar, he removed to Norfolk. Just before doing so he wrote and published in the Richmond Argus a series of papers under the title of "Letters of the British Spy." They were very hastily written, and Mr. Wirt himself was greatly surprised at the hearty welcome they received from the public. They at once gave him a national literary celebrity, and still, in some degree, maintain

their place at the present day. The episode of the "Blind Preacher" perhaps contributes not a little to preserve them.

Wirt remained in Norfolk until 1806, when he again removed to Richmond, and in the succeeding year he was engaged in the celebrated trial of Aaron Burr, for high treason, being employed for the prosecution under the direction of Thomas Jefferson, then President of the United States. The remarkable character of Aaron Burr, and the scheme of his invasion of Mexico, gave to this trial the widest celebrity. The attention of the whole country was turned upon Richmond, where the array of counsel upon either side comprised some of the very foremost members of the American bar. Wirt's impressive and powerful speech on this occasion attracted wide notice, and that portion of it in which he alludes to Blennerhasset, one of the victims of Burr's unscrupulous designs, is well known, and has been recited by thousands of school boys from text books of American oratory.

In 1808 he very unwillingly accepted a seat in the Legislature of Virginia, but only for a single term, preferring private life and the active duties of his profession as well as various literary projects. During the war with Great Britain he declined a commission in the army, and on the British forces ascending the James river as far as City Point, he raised a corps of flying artillery to repel them, but whose services, happily, were not required. In 1815 he was appointed United States Attorney for the District of Richmond by President Madison, and visiting Washington, in order to argue a case before the Supreme Court, he there met for the first time his great rival, William Pinkney. In 1817 he finally completed and published his Life of Patrick Henry, on which he had occasionally been engaged for some years, at times becoming so weary of it that he almost resolved upon abandoning it altogether. This work in some degree disappointed public expectation, and it is generally conceded to add little to Mr. Wirt's reputation. He had entered upon it with great enthusiasm; but on pursuing his researches, solid material, in the shape of papers, letters and other documents, proved so scanty,—so much regarding the celebrated orator had been merely handed down from mouth to mouth,—that the substratum of facts on which an author must build any biography of enduring value, was, in the case of Patrick Henry, almost wholly wanting, and Mr. Wirt was too frequently obliged to rely on traditional accounts.

On the 29th of October, 1817, President Monroe offered him the position of Attorney General of the United States, made vacant by the appointment of Mr. Rush as Minister to England. He accepted,

and removed his residence to Washington, retaining his office through three presidential terms, and resigning it at the close of Mr. Adams's administration. In 1818 he was admitted to the bar of Baltimore, he being engaged in the prosecution of Hutton and Hull, who had committed a highway robbery of the United States mail on the Philadelphia road, only a few miles from Baltimore, and murdered the driver of the stage coach. The men were convicted and hung. Wirt now became a frequent practitioner in Baltimore and Annapolis. His reputation as a great lawyer was continually increasing, and he had frequent opportunities of measuring his strength with such able opponents as Pinkney and Harper. The death of Mr. Pinkney, in 1822, and of General Harper, in 1825, left him with scarce a rival.

In 1826 he was appointed President of the University of Virginia, and its Professor of Law; but he declined to accept on account of his numerous engagements. On the 19th of October, in the same year, he pronounced the eulogy, in the Hall of Representatives, on Presidents Adams and Jefferson, who had both died on the preceding 4th of July at the close of the first half century since the Declaration of Independence. In May, 1827, Mr. Wirt was engaged in a case which attracted much attention at the time. Rev. Dr. John M. Duncan, a very able and distinguished Presbyterian clergyman, had been tried for heresy by the State Presbytery, and a mandamus suit was brought to obtain possession of the church by the minority of his congregation, the majority siding with their pastor in his doctrinal views. Roger B. Taney, late Chief Justice of the United States, appeared for the minority. The court room was thronged with ladies and persons who rarely entered a hall of justice; and although the case in law was one of the dryest nature, full of technical and abstruse points, Mr. Wirt infused into it so much vivacity and wit that he held the closest interest of his audience. He won the case, closing with electric effect by one of the happiest quotations on record:

> "Besides, this Duncan
> Hath borne his faculties so meek, hath been
> So clear in his great office, that his virtues
> Will plead like angels, trumpet-tongued, against
> The deep damnation of his taking-off."

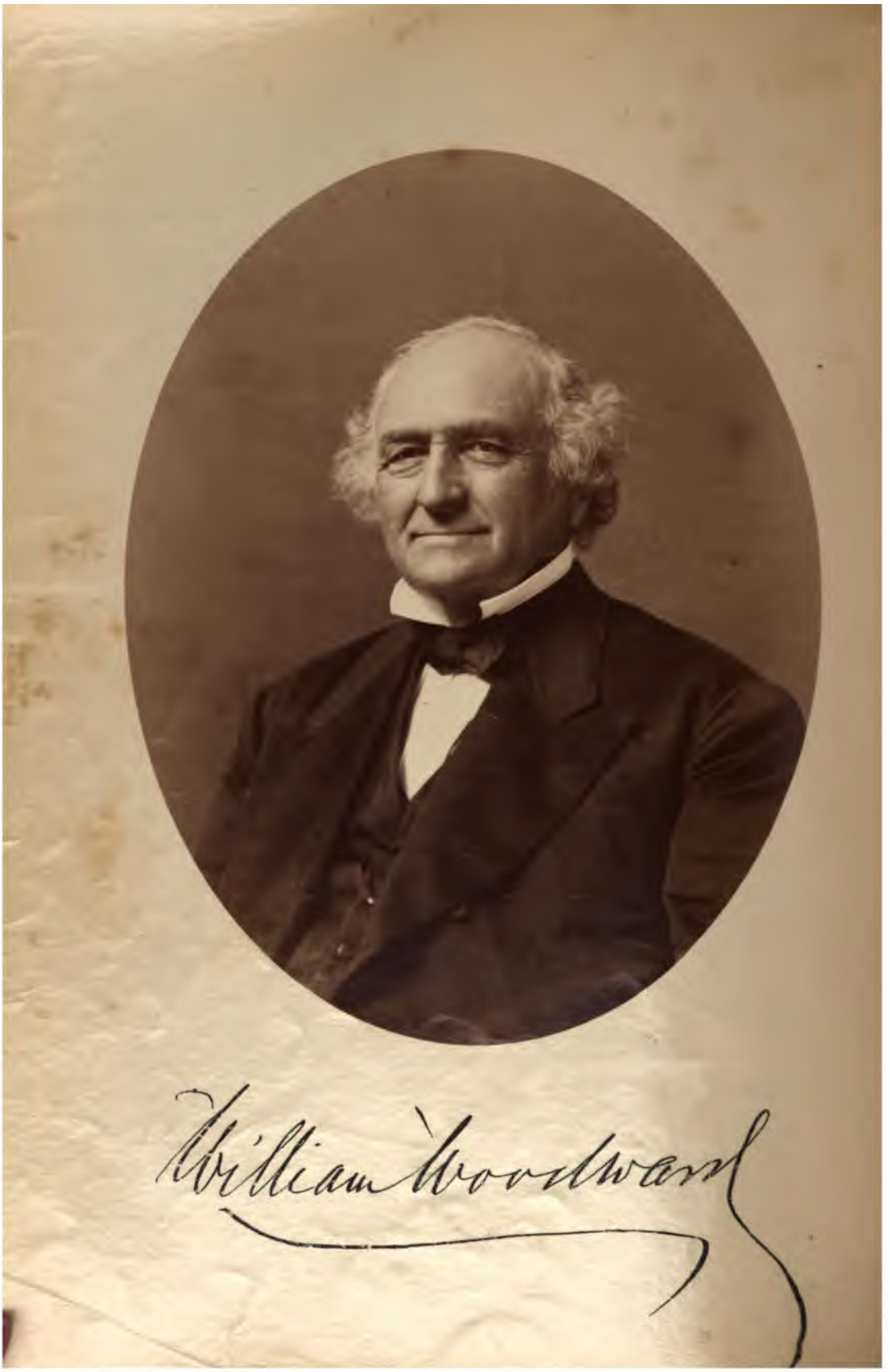
In 1829, just after the inauguration of President Jackson, Mr. Wirt removed to Baltimore, where the remainder of his life was passed, except upon such occasions in his profession as made absence from home necessary. In 1830 he was employed as counsel for Judge

Peck, who was impeached by the House of Representatives; and also in the celebrated Cherokee case, in the Supreme Court of the United States, on the removal of the Cherokee Indians from their Georgia lands to reservations west of the Mississippi. As counsel for the Indians, his case went against him, and the Indians were removed. In the case of Peck, Judge of the District Court for the district of Missouri, Mr. Wirt was engaged in connection with Jonathan Meredith, of Baltimore. Judge Peck was acquitted. In 1831 Mr. Wirt was appointed a delegate to the Baltimore Convention in opposition to the policy of President Jackson, and, in the same year, was nominated as the Anti-Masonic candidate for the Presidency, which nomination he accepted, but was defeated in the popular election.

Mr. Wirt's health had now been suffering for some years, and domestic affliction, especially the death of his youngest daughter, Agnes, of sixteen years of age, and of remarkable mental powers, had weighed heavily upon him. He continued, however, to perform his duties with vigor and cheerfulness, until February, 1834, when he was in Washington to attend the term of the Supreme Court. He was seized with serious illness on the 10th of February, and died on the 18th of the same month. He was buried in the Congressional burying ground, not far from his great forensic rival, William Pinkney, his funeral being attended by the President of the United States, the Heads of Departments, the Diplomatic Corps, and both Houses of Congress, which had adjourned in his honor, although he had never been a member of either.

Mr. Wirt's private character was no less admirable and charming than his public career was full of honors. He was universally beloved, and his wit, gayety and kindness of heart made him the delight of social circles. His religious convictions, though liberal, were strong, and his chief consolation in his later years. His life has been ably written by his friend, John P. Kennedy.




William Woodward



William Woodward

WILLIAM WOODWARD.

WILLIAM WOODWARD, now and for many years past, prominently identified with the domestic dry goods commission trade, in Baltimore city, and at the head of one of the largest houses engaged in that business, was born in Anne Arundel county, Maryland, September 8th, 1801. His parents, who were descended from the early English settlers of the State, were Henry Woodward, a respected citizen and planter, of Anne Arundel county, and Eleanor, daughter of Colonel Thomas Williams, of Prince George county. They were both attached to the Protestant Episcopal Church, in the doctrines of which their son was brought up, and of which he has been through life an earnest and useful member. To some of his labors, in connection with one important branch of that church's work in this city, reference will be made subsequently.

William Woodward, when quite young, was placed in a store in Annapolis, where he remained until November, 1815. His early education was necessarily limited to such as the common schools of that day were capable of furnishing, there being then but few facilities for obtaining a liberal education among persons of moderate means. Late in the autumn of 1815, he came to Baltimore City, obtaining a situation in a mercantile house, which he retained until it closed business, in 1821. He next secured a situation in one of the old established houses of the city, and, in 1828, commenced business on his own account, having formed a partnership with the son of his previous employer, under the firm of Jones & Woodward. From that date until the present time, a period of over forty years, Mr. Woodward has carried on the same character of business, and almost in the same locality. The present firm of Woodward, Baldwin & Co., transacts its business in the same neighborhood in which Jones & Woodward began; the dry goods trade in Baltimore not having been migratory, but having, with few exceptions, retained the same general location for nearly half a century. In 1844, the firm was changed to William Woodward & Co., and, in 1856, to Woodward, Baldwin & Co. In 1863, a

branch house was established in New York, under the same name, both houses being still in active operation, and largely identified with the trade of both cities, and doing business with all portions of the country.

Mr. Woodward is now and has been, for years, connected with some of the leading banks and insurance companies of Baltimore city, as a director, and is held in high and just esteem by the entire mercantile and business community. He is also prominently identified with various charitable and benevolent institutions, of which he is a liberal supporter, and until within a few months past was President of the Church Home and Infirmary, a hospital established under the auspices of the Episcopal Church. Allusion has already been made to Mr. Woodward's labors in one important department of lay co-operation in connection with that church. We refer to the part he has borne in its Sunday-school work. From 1819, Mr. Woodward has been identified in heart and feeling with that denomination of Christians, and shortly after coming to Baltimore to reside, became a regular attendant at St. Peter's Church, then under the pastoral charge of the Rev. J. P. K. Henshaw, D. D., afterwards Bishop of Rhode Island. The old church edifice then stood at the corner of Sharp and German streets, upon the site now occupied by stately warehouses. A new church building, of imposing dimensions and architectural appearance, has recently been completed, at the corner of Druid Hill avenue and Lanvale street which perpetuates the ancient name and memories of St. Peter's. With this congregation Mr. Woodward has been connected for more than fifty years. On the 14th of May, 1819, he commenced his connection, which has never been severed, with the Sunday-school of the church, filling the position of Superintendent for almost half a century. During this long period, his interest in the Sunday-school cause has never flagged, and his labors have been active and incessant. In appropriate and merited recognition of these labors, and of the success which has attended them, the semi-centennial anniversary of Mr. Woodward's connection with St. Peter's Sunday-school, was publicly celebrated in this city, on the 14th of May, 1869, by a very large assemblage of those now and formerly connected with the school. Many friends, also, of other denominations, were present, and not a few came from distant cities, for the express purpose of being present. Want of space forbids any extracts, even, from the interesting addresses delivered on the occasion, and which reviewed the results of half a century's work in a single direction, and showed how much good can be accomplished

by such efforts and example. Among those from abroad who were present, and spoke upon the occasion, were the Rev. Dr. Newton, of Philadelphia, and the Rev. Daniel Henshaw, of Providence, Rhode Island, son of the former Rector of St. Peter's, and Bishop of Rhode Island. Addresses were also delivered by the Rev. Dr. Grammer, the present Rector of St. Peter's; the Rev. E. A. Dalrymple, Principal of the Academic Department of the University of Maryland; and by the venerable Mr. Hunt, who was superintendent of the school when Mr. Woodward first entered it as a teacher, in 1819. Mr. Woodward, who was deeply moved by these manifestations of affection and respect on the part of those present, made an appropriate acknowledgment of the personal honor done him, and, at the same time, paid an affectionate tribute to those faithful co-laborers, as well those living, and who were present before him, as those departed who were present only to memory, who had assisted him in his life-long work. The occasion was one long to be remembered by those who participated, and was deeply gratifying to Mr. Woodward, who felt that, through him, the cause was honored to which he had given so largely and unselfishly of his labor and his time.

REV. WILLAM E. WYATT.

For more than half a century the records of St. Paul's Episcopal Parish, of Baltimore, were graced by the Christian life and spirit of William Edward Wyatt, a rector in whom were united the most fervent piety, active benevolence, ready sympathy with his fellow man, and social qualities of high order. He was born in Manchester, Nova Scotia, July 9th, 1789. In the following year his parents removed to New York city, where he was reared and educated, first at the school of Rev. Dr. Barry, and subsequently at Columbia College. He took his degree of Bachelor of Arts August 2d, 1809, in the same class with the two Bishops Onderdonk, Bishop Kemper, and Judge Murray Hoffman. His second degree of M. A. he received in 1816.

Having early resolved to devote himself to the holy ministry, he began his theological studies under Doctor, afterward Bishop, Hobart, and was admitted as a candidate for Orders about a month after graduating. He was ordained Deacon by Bishop Benjamin Moore, in St. John's Church, New York, September 23d, 1810, and Priest by Bishop Hobart, October 5th, 1813. On February 8th, 1811, he was settled as a minister of the church of Newtown, Long Island, and while residing there, he officiated for some months, on Sunday afternoons, in connection with Trinity Church, New York.

On October 1st, 1812, he married Miss Frances Billop, daughter of Thomas and Abigail Billop, with whom he lived happily for more than fifty years. Eleven children were the fruit of their union, seven sons and four daughters. Two of the sons became ministers of the church.

In the spring of 1814, Mr. Wyatt was chosen assistant Rector of St. Paul's Parish, Baltimore, and settled there May 16th. The Rev. James Kemp, D. D., was associated with him as senior Rector, and on the first of September, in the same year, was consecrated Suffragan Bishop of Maryland, with right of succession to the full Episcopate, which right was fulfilled later on the demise of Bishop

Claggett. On the elevation of Dr. Kemp, as Suffragan, Mr. Wyatt became Associate Minister, with the right of succession to the rectory, and ceased to be associate Rector. He was installed, accordingly, in Christ Church, which was then a chapel of ease to St. Paul's, on the 16th of October, 1814. In October, 1827, on the death of Bishop Kemp he became sole Rector, and so continued until his death in 1864, more than half a century after he had entered on his duties as associate Rector. The venerable parsonage, so many years familiarly known as the residence of Dr. Wyatt, still stands in Saratoga street, facing Liberty street, and presents a quaint appearance of settled ministerial respectability, in the midst of a neighborhood already changing as the tide of trade sweeps on.

In 1818, Mr. Wyatt was elected Professor of Theology in the University of Maryland, and in 1820, received the degree of Doctor of Divinity from that institution. In 1822, he visited Europe, and again at a subsequent period in 1854.

Dr. Wyatt was signally honored by his church, although he did not attain the Episcopate. Early in his ministry he was chosen a member of the Standing Committee, and continued to be one until his death, excepting the time when he was President of the Convention. He filled the offices of Secretary and President of the Committee, and also of Secretary of the Convention. In 1817, he was elected a member of the General Convention, and held his place in every Convention afterward until his death, when he was the oldest member of the House of Clerical and Lay Delegates.

In 1828, he was chosen President of the House, and, at various periods, re-elected seven times, until in 1853 he declined again to serve.

On the death of Bishop Kemp, when the Episcopate became vacant, Dr. Wyatt was selected by the High Churchmen of the Diocese as their candidate for the Bishopric. But although Dr. Wyatt had attained so distinguished a reputation as a divine, and was so universally respected by all classes for his piety and benevolence, he never commanded a sufficiency of votes of the clergy and laity to elect him. His strong friends and supporters clung to him, however, with unflinching zeal, and rendered the election of a Bishop one of extreme difficulty.

Dr. Johns, the candidate of the Low Church party, commanded a majority of the clergy, although not enough to secure a two-thirds vote among them, while Dr. Wyatt had a very large majority in the laity. No choice was had for Bishop. Dr. Wyatt

was elected President of the Convention, and annually re-elected during the vacancy in the Episcopate. The Presidency gave him all the powers of Bishop of Maryland, so far as it could be exercised by one who was not consecrated as a bishop. He ceased to be President on the consecration of Bishop Stone, October 21st, 1830.

On the death of Bishop Stone, in February, 1838, a new election becoming necessary, Dr. Johns was elected President of the Convention by a majority of one vote. Both Dr. Wyatt and Dr. Johns were nominated for the vacant Episcopate, but both declining an election, nominated Dr. Alonzo Potter, afterward Bishop of Pennsylvania. This action was not sustained, and Dr. Wyatt, Dr. Johns and Dr. Henshaw, afterward Bishop of Rhode Island, were balloted for several times, without a choice, neither being enabled to obtain a two-thirds vote. Finally, all three names were withdrawn, and on an informal ballot, Dr. Manton Eastburn, afterward Bishop of Massachusetts, being chosen by a small majority, was nominated and confirmed. He, however, declined the election

In consequence of Dr. Eastburn's refusal of the Episcopate, a special Convention was held August 2d, 1838. Dr. Wyatt and Dr. Johns formally retired as candidates after many ineffective ballots among the clergy, and, finally, on the nomination of Dr. Wyatt, Dr. Kemper, then a Missionary Bishop, and afterward Bishop of Wisconsin, was chosen by large majorities of both clergy and laity. He also declined serving.

At the annual Convention of 1839, Dr. Wyatt was elected President, and again in the following year. During this Convention Dr. Dorr, of Philadelphia, was elected Bishop, but he also refused to accept.

Another special Convention was held in November, 1839, at which Dr. Wyatt presided. He withdrew his name as a candidate, and Dr. William R. Whittingham, of New York and Rev. H. V. D. Johns, were voted for a number of times without success, neither being able to command the requisite majority of two-thirds of both Orders. Their names were then withdrawn, and Dr. Wyatt and John Johns substituted. Dr. Johns had a majority of one vote among the clergy, and Dr. Wyatt a majority of eight with the laity. Dr. Wyatt then withdrew and his name was not again used. The Convention adjourned without a choice, after much balloting for the rival candidates, Dr. Whittingham, Dr. John Johns, Dr. Taylor and Dr. George McIlhiney. At length, in the annual Convention of 1840, the long and vexatious contest

was brought to a close by the election of Dr. Whittingham without opposition; and the very signal ability which he has ever since manifested as Bishop of Maryland, has proved the wisdom of choice in the Convention. With the election of Dr. Whittingham, Dr. Wyatt finally ceased to be its President. Dr. Wyatt was the sole Rector of St. Paul's Parish, from the death of Bishop Kemp, in 1827 until his own decease, which was more than half a century after he first became connected with the church as its Associate Rector. During this long period he became endeared to all classes of his fellow citizens, enjoying a very wide acquaintance even outside the bounds of his own communion, and being more universally known than any Protestant clergyman of the city. He was a man of polished manners, naturally social, and alive to what was going on in the world, and greatly enjoyed conversation with intelligent people, while his own colloquial powers were held in high repute. Although thus mingling much with life, the pastor of the most fashionable congregation in Baltimore, he was fearless and independent in his opinions, and always courageously expressed them from the pulpit, whenever he thought "society" overstepped the bounds of modesty and decorum. As a preacher, although not regarded as brilliant, his sermons were always marked by strong and sound sense, while his style as a writer was chaste and elegant, showing a familiarity with the best models of the English language. Very few of his writings were published, but one of them, entitled "The Parting Spirit's Address to his Mother," written, it is said, after the death of one of his own children, has administered comfort and consolation to many a bereaved mourner. For many years, Dr. Wyatt acted gratuitously as Chaplain of the Maryland Penitentiary, visiting the prisoners faithfully every week, laboring for their spiritual improvement, and bestowing such material comforts as his own means and prison discipline would admit of. As a Divine, Dr. Wyatt took strong ground with the High Church cause, more especially in the latter years of his life, when the distinctive lines of High Church and Low Church, or the "Evangelical" party, as the last was styled, were brought prominently into ecclesiastical contests.

After a long and painful illness of more than seventeen months, during which his sufferings were unusually severe and agonizing, Dr. Wyatt closed his pure, useful and saintly life on June 24th, 1864.

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